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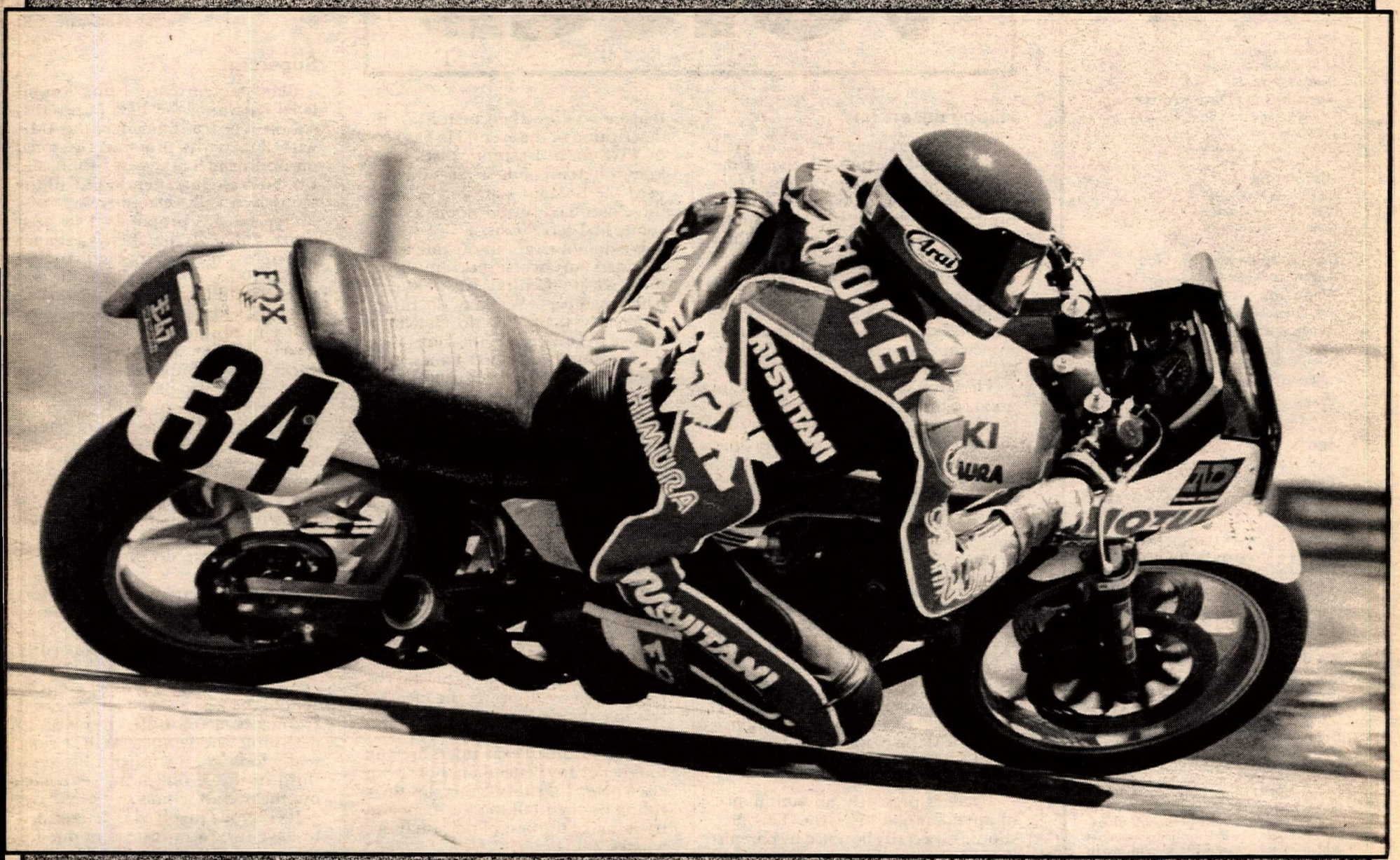
Inside Wes Cooley's Yoshimura Suzuki



Risk: 16-inch front wheels and a future hero
District 37 desert and lots of local races

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Wes Cooley pilots the Yoshimura superbike at Riverside International Raceway. For a closer look at this trick superbike, see page 8. Photo by Lori Tyson.

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voices

Happy desert fan

Three cheers for Larry Langley. I am a new but avid fan. It's about time we had good coverage on desert racing. Although Dan Ashcraft and Dan Smith have earned the recognition they get, it's great that the public finally knows there really are more than two people entered and riding these races.

The riders who go out every race weekend that have never been mentioned but ride just as hard are finally getting some recognition.

The coverage on B-to-V was just as good as the first article. Keep up the good work Larry, and thanks for caring. I know about 60 some people that feel the same way.

DARLENE BAUMGARTNER
Secretary, Viewfinders M.C.
Los Angeles, CA

Sand Hill Ranch MX

I read the letter by Tom Anderson of Sand Hill Ranch (*Cycle News*, October 3). I would speculate that his notice that SHR is alive and well was in response to the relatively small turnouts at northern California races lately. After attending a CMC motocross at SHR on November 4, I noticed that Tom left out a bit of information in his letter.

There is presently no ambulance in attendance at his races. This fact should especially be noted by parents that let their children race there and by the management of CMC, which is sanctioning races at an establishment whose safety record is far from being good.

One last note to wish Eric Sandstrom a speedy and complete recovery from the broken leg he suffered at the same race on November 4.

J.P. MORGAN
San Francisco, CA

Wet Texans

I read John Ulrich's columns ("Risk," *Cycle News* October 17 and October 24) about the WERA/Dunlop National Endurance Series 8-hour at Texas World Speedway and I feel that he was less than neutral in his description of the event. He has been to TWS for at least four races that I know of. At all of these races we have used the LeMans start and at all of these we have gridded on a first-come, first-serve basis.

We do not treat out-of-state teams or riders any worse nor any better than we do Central Road Racing Club members. We may do things differently than they do elsewhere, but we treat everyone the same.

My team, Team Good Times, went out to Willow Springs this last summer to run the 24-Hour West endurance race. We were presented with 52° F night-time temperatures and 40 mph winds whipping up a small dust storm on one end of the track. We not only ran but finished second overall behind Mr. Ulrich's team. We didn't bellyache about the elements; we thought that is part and parcel of the sport of endurance racing.

Weather elements, track conditions, competitors — all adversaries in the sport of endurance racing. We, Team Good Times, also finished second overall at the great Swamp Race at TWS. I feel the race director did the right thing by stopping the race, rerouting the course and continuing on.

I don't think Texas riders are any tougher or any better than those from elsewhere. I do think they let their riding do their talking for them and try to make the best of the situation, whatever it is.

JOE FISHER
President, CRRC
College Station, TX

The October 6 race at Texas World was part of the WERA/Dunlop National Endurance Series, and WERA rules specify how motorcycles are to be gridded and started for series events; CRRC ignored the rulebook by using self-serve gridding and a LeMans start. Saying that a windstorm at Willow is similar to the two-foot-deep river across the Texas World track is ridiculous; if the Willow dust storm had lifted bikes off the course or had halted all forward progress, you might have a point. Any time road racing motorcycles are getting stuck in water crossings on a paved track, it's fair to say there's a serious problem. Anybody who thinks conditions were anywhere near normal at that race should make a point of viewing the new video "Wheels of Endurance," which shows bikes crossing the smaller, shallower of two water crossings at that event, after the course was rerouted to avoid the worst of the flooding. We consider the two signed opinion columns in question to be fair commentary... Editor.

Texas World

I really enjoyed John Ulrich's articles on racing at Texas World Speedway. Last year I attended Keith Code's Superbike school there, and left with a real respect for anyone who races on that surface. Several years ago we saw Freddie Spencer run a TZ750 testing before Daytona, and now I have a small idea of what it takes to be a Pro racer. I don't have it!

The main problem is that *TWS* is so far from a major city — Houston or Dallas, we have to ride almost two hours to get there. As you said, though, it's the only game in the area.

Be careful — keep the rubber side down.

KERRY STAMEY
Houston, TX

Supercross

Plans are currently being formulated regarding the 1985 Supercross season. The realignment of the AMA with Supercross promoters restored my optimism for the new season, and I've been paying attention to all the scuttlebutt with keen interest.

One of the proposals I've been hearing about is that there's a chance Supercross main events will consist of two 10-lap races, and that the two races would be averaged together to come up with the main event winner.

It's my opinion that such a format for a main event would be a giant step *backwards* for Supercross. It's been a hard and rocky path attaining the proper media exposure for the sport, getting Supercross on the map among the other major forms of motorsports. The one thing Supercross did have going for it over motocross is that a day's racing all boiled down to one race with one winner. The media had someone to focus on, and the fans were given one decisive winner to relate to.

Under the current Supercross format, 50% of the fans — or more — leave the stadium before winner's circle ceremonies. There is currently about a 10 minute gap between the checkered flag and winner's circle. Would there be an even longer gap if two races need to be averaged to determine the winner? Will a rider really look like a winner if he gets a third in the second heat, yet comes out the overall winner?

If everyone involved is determined to have two races instead of one for the main event, I like Gary Bailey's idea best: Stop the race at the 10-lap mark, then regrid the riders according to their positions at the end of those 10 laps. The riders would be bunched together for the second half of the main, and the runaway races we've become used to wouldn't be possible.

TOM MUELLER
Greensboro, NC

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Following up the previous week's B-to-V story, it was announced by D-37 referee **George Elliot** that **A.C. Bakken** and **Mitch Mayes** would be listed as tied for first overall.

Saddleback Park was the site of the Yamaha California State High School MX Championships, which had 325 riders entered. **Tony Wanket** won the 125cc Juniors for Encinitas High. In the 125cc Experts, **Warren Reid** scored a victory for Bolsa Grande; **Broc Glover**, riding for Valencia, was third.

At a CMC Carlsbad motocross, **Tommy Croft** took his **Kevin Franks**-built Honda to early leads in both 125cc Pro motos, only to drop out. Winning it was factory Yamaha rider **Yoshifumi Sugio; Bruce McDougal** was second, **Mike Bell** (Hon) third. **Gaylon Mosier** won the first 250cc Pro moto, but had problems in the second to finish second overall. Visiting from Oregon were **Rick Burgett** and **Chuck Sun;** Sun finished second overall in the 500cc Pros.

Advertised: The Yamaha Moto-Bike. Features include forks on the front, swingarm/shock rear suspension, semi-knobby tires, and a heavily gusseted frame.

Marland Whaley (Mon) won the last ATA trials meet of the year at the Barona Indian Reservation. Second was **Bernie Schreiber** (Bul) and **Martin Belair** (Mon) was third.

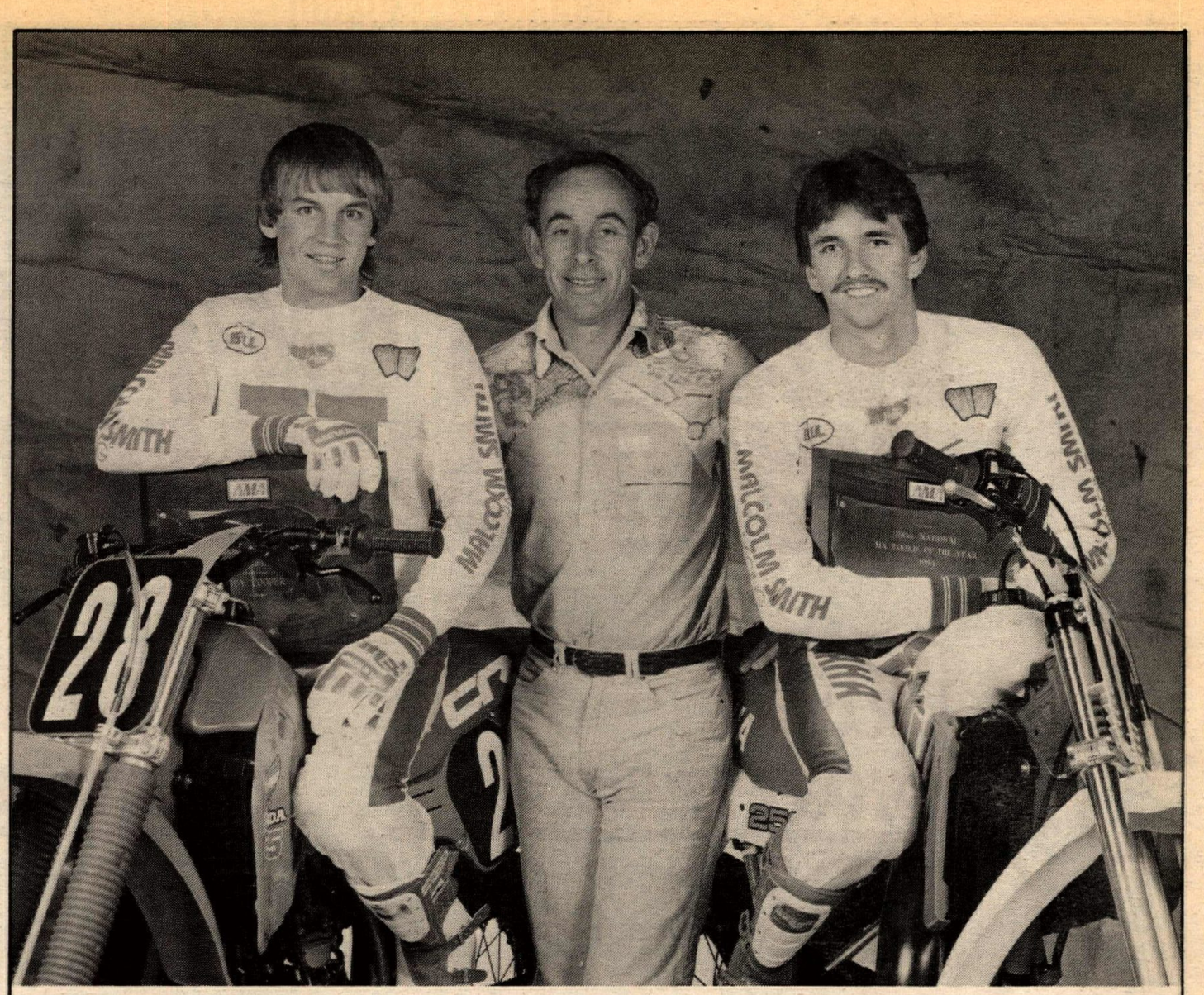
Cook Nielson rode a Ducati to win the CMC Open Production class championship at Orange County International Raceway, narrowly beating out BMW-mounted **Miles Rossteuscher.** Winning the 200cc Junior GP was **Don Emde** over **Tom Hayner. Art Friedman** won the 125cc Production class on a DKW.

Jim "Bimbo" Pomeroy took a well-earned victory over **Brad Lackey** at the second annual Richmond Scramblers Mini GP. Full-sized riders came to race on pint-sized bikes, including **Jimmy Weinert, Kenny Zahrt** and **Mike Faria.**

Mike Laney, Tim Melancon and **Earl Roloff** diced for the lead in the 500cc Amateur TT at 395 Cycle Park. Laney first led, followed by Roloff, who grabbed the lead a couple laps later. Laney came back to win it; Melancon was third. In the Open Amateur/Experts Roloff (Nor) was the winner, ahead of **Lyle Moore** (Yam) and **Ron Powell** (Tri).

Winner of the 100cc Juniors at Corona Raceway's R.A.C.E. night MX was **Brian Myerscough** (Yam).

At the SRAI D-37 TT at Elsinore Raceway, Novice **Wayne Rainey** (Hon) took the combined 125cc Novice/Amateurs, ahead of Amateur **Steve Woskoski** (Yam) and Novice **Gordie Kidd** (Yam).



A Couple of Rookies

Can you spot the rookies in this picture? **Keith Bowen** and **Guy Cooper** may be rookies, but all three are no strangers to winning. Malcolm Smith is very proud of his new pro's. Keith and Guy were both selected A.M.A., Rookie of the Year in their respective classes, (Keith for 250 and Guy for 125,) in the 1985 Outdoor Nationals.

Keith was also selected as the Supercross Rookie of the Year. Malcolm Smith and everyone at MS Products is very proud of the accomplishments of these two and feel they deserve all the recognition due the new and upcoming stars of the sport.

Congratulations guys and thanks for going with Malcolm Smith apparel.

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KAWASAKI WALKS OFF WITH MINI OLYMPICS.

Day 1.
SHORT TRACK

Kawasaki Wins 9 of 12 Classes Entered.

1st—65cc 7-11 Stock	Joel Barrow	KAW
1st—65cc 7-11 Mod.	Joel Barrow	KAW
1st—85cc 7-11 Stock	Hank Moree*	KAW
1st—85cc 7-11 Mod.	Hank Moree	KAW
1st—85cc 12-13 Stock	Junior Jackson	KAW
1st—85cc 12-13 Mod.	Lowell Thomson*	KAW
1st—125cc Expert	Carroll Richardson	KAW
1st—250cc Novice	Ronnie Tichenor*	KAW
1st—250cc Expert	Carroll Richardson	KAW

Day 2.
HARE SCRAMBLES

Kawasaki Wins 8 of 11 Classes Entered.

1st—65cc 7-11 Stock	Marty Vaughn	KAW
1st—65cc 7-11 Mod.	Brian Swink*	KAW
1st—85cc 7-11 Stock	Gene Naumec	KAW
1st—85cc 7-11 Mod.	Tim Ferry	KAW
1st—85cc 12-13 Stock	Lowell Thomson	KAW
1st—85cc 14-15 Stock	Timothy Lemire	KAW
1st—125cc Expert	Bader Manneh*	KAW
1st—125cc Novice	Ronnie Tichenor	KAW

Day 3.
TROPHY TRIALS

Kawasaki Wins 7 of 12 Classes Entered.

1st—65cc 7-11 Stock	Marty Vaughn	KAW
1st—65cc 7-11 Mod.	Marty Vaughn	KAW
1st—85cc 7-11 Stock	Hank Moree	KAW
1st—85cc 7-11 Mod.	Hank Moree	KAW
1st—85cc 12-13 Stock	Jay Mann	KAW
1st—85cc 12-13 Mod.	Jay Mann	KAW
1st—125cc Expert	Rodney Barr	KAW

Day 4.
MOTOCROSS

Kawasaki Wins 8 of 12 Classes Entered.

1st—65cc 7-11 Stock	Brian Swink	KAW
1st—65cc 7-11 Mod.	Brian Swink	KAW
1st—85cc 7-11 Stock	Hank Moree	KAW
1st—85cc 7-11 Mod.	Gene Naumec	KAW
1st—85cc 12-13 Mod.	Lowell Thomson	KAW
1st—125cc Expert	Bader Manneh	KAW
1st—250cc Novice	Ronnie Tichenor	KAW
1st—250cc Expert	Bader Manneh	KAW

*Olympiad Champions

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HAMMERIN' HANK TAKES OVERALL TO BOOT.

Nov. 21-25, AMA Mini Olympics, Gainesville, FL.

The Bronze Boot.

The biggest prize in mini-motorcycle racing.

It's won by the man who scores the most points in all four events of the Mini Olympics.

This year's Boot goes to Kawasaki Team Green rider Hammerin' Hank Moree of South Carolina. The 5-foot, 80 pound, "A" student nailed the nation's top riders on his 1985 KX80. He won classes in the short track, TT and motocross.

Master Moree led an awesome Team Green attack that proved Kawasaki is the hottest thing in mini-motocross for 1985. They're all liquid-cooled, they've all got Uni-Trak® and they've all got Team Green support.

You, too, can stomp your opponents. Try on a KX at your Kawasaki dealer today, and boot home a winner.

Kawasaki

TAKING IT TO THE LIMIT

The Latest POOP
BY PAPA WEALEY

Terry Poovey has signed with Charlie Gardner of Gardner Racing to ride the team's equipment next season. Steve Eklund, who rode for Gardner for three seasons, is no longer with the team. "I feel we have a well-rounded program," said Gardner. "Carl Patrick will handle all the mile and half mile equipment while Harry Little will do the work on the short track and TT machinery."

While a final schedule is still in the works, the AMA has announced the locations/dates of the first eight rounds in the Grand National Championship Motocross Series for 1985. The series begins with six Supercross events: San Diego (January 26); Anaheim (February 2); Seattle (February 8 & 9); Indianapolis (February 16); and Atlanta (February 23). The first outdoor National will be in Gainesville, Florida on March 3, followed by the Daytona Supercross on March 9.

BMW of North America has released prices for their 1985 lineup. The R65 will sell for $3700; the R80 for $4300; the R80GS for $4300; the R80RT for $5700. Four-cylinder K100, K100RS and K100RT models will sell for $5990, $7200 and $7500, respectively.

BMW dealership salesmen will be invited to a series of BMW North America-held racetrack R80 twin-cylinder test days scheduled for seven road race courses around the country this month. As part of the program, called TEAM (Trackside Evaluation Analysis Meeting), dealers will be allowed to bring their best sales prospects to the track for a demo ride. BMW North America says the day at the track with R80 and R80RT models, under the supervision of current and former Formula Two champions Don Greene and David Emde, will give salesmen and customers new appreciation and enthusiasm for the R80 engines.

Bill Spencer is organizing a tour to the 1985 Camel Pro Series opener at the Houston Astrodome; the tour, departing the San Francisco area on February 7, costs about $450 and includes air fare, accommodations for three nights, ground transport and tickets to TT and short track races in Houston. Information is available by calling 408/280-5688.

The Winter Series motocross being held at Sears Point Raceway in Sonoma, California will run through the first three Sundays in January; then the track closes and repaving of the 2.5-mile road course begins.

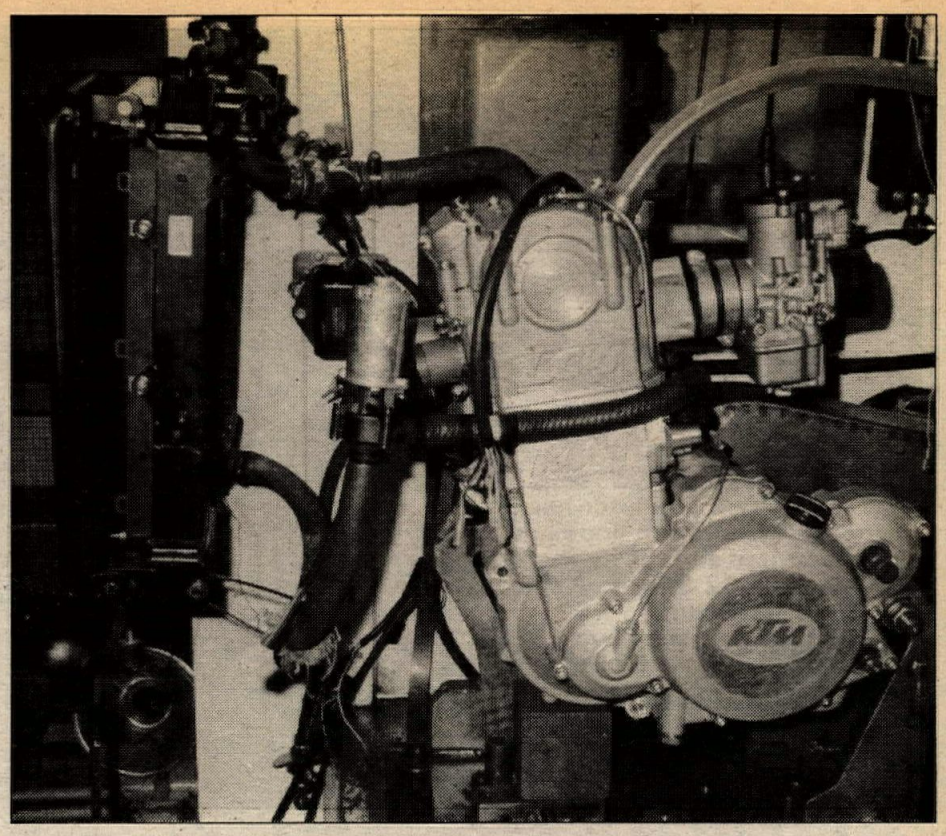
World Champion Eddie Lawson landed back home in Upland, California on December 7 after an around-the-world racing and promotional trip. Lawson's itinerary took him from Los Angeles to Tokyo, to Singapore, to Kuala Lumpur for the December 1-2 Malaysian Grand Prix; then on to Amsterdam via India and Pakistan; after press conferences for Team Marlboro in France and Germany, Lawson returned to Los Angeles.

The press conferences announced Team Marlboro's signing of Raymond Roche to back up Lawson on works Yamahas in the 500cc Road Racing 1985 World Championship. Roche rode privately-backed Hondas in 1984.

Lawson also indicated that the Marlboro team may switch tire brands for 1985, leaving Dunlop and using Michelins instead. "The Michelins Freddie (Spencer) used looked like they they worked pretty well," Lawson said.

Well-placed sources inside CBS Magazines — publishers of Cycle World — are vigorously denying rumors that the company will fold recently-acquired Cycle magazine after the April 1985 issue. Instead, say inside sources, the company will most likely move the two magazines in different editorial directions.

A proposal to change the 125cc National Motocross class to a Pro-Am/Junior professional format will probably not be adopted in 1985, according to AMA's Wayne Moulton. "At this point, we are addressing the problems in the Nationals, but I can't see any major changes in the format until 1986 or even 1987," said Moulton. "That will give all the parties involved time to sort out their feelings and to consider the ramifications of any format change. Ideally, what I feel we need is all of the Pro riders riding in the same class, which would produce the most exciting racing. But we can't make a change like that all at once." Look for the 125/250/500cc format to remain the same in '85 as it has been in the '83 and '84 seasons, with all three classes running on the same day. Major opposition from Honda, Kawasaki, Suzuki and Yamaha is a consideration in the probable postponement of any changes in the format.



Here's a photo of a water-cooled four-stroke engine under development at KTM's R&D facility in Mattighoven, Austria. Shown in prototype form here with the radiator in place during testing the LC4 engine is currently configured with a bore and stroke of 90 x 78mm for a displacement of 496cc. The single overhead cam design is equipped with a four-valve head and is designed so that KTM will be able to build the engine in 350 to 600cc versions.

The 1985 Camel Pro Series title chase will finish up in California at the Sacramento Mile National after two years of championship finishes in the Midwest. The series has been cut to 29 races from 33 although AMA's Wayne Moulton says the schedule "is still tentative and there could be the addition of one mile and one road race National." Missing in 1985 will be the Harrington (Delaware) Half Mile, St. Louis (Missouri) Short Track, Hagerstown (Maryland) Half Mile, Cicero (Illinois) Mile and the fall TT National at Gardena, California's Ascot Park. One half-mile at a location to be announced has been added to the schedule.

According to Yoshimura R&D's Suehiro Watanabe, new discovery Kevin Schwantz will ride a Yoshimura Suzuki in the 1985 Suzuka Eight-hours in Suzuka City, Japan, a round of the FIM Endurance World Championship. Schwantz's partner in the July race will be Graeme Crosby. Schwantz, 20, from Houston, Texas, recently signed with Yoshimura R&D to contest AMA Superbike races in the U.S.; Schwantz may also enter the AFM Pro/Kerker Superbike Series in 1985, riding for Yoshimura.

The AMA announcement major revisions to the Supercross program format in 1985. The two most notable changes are a switch to a main event with two 10-lap motos instead of the single 20-lap main as used in the past, and the addition of a 125cc Support class which will be open to Pro-Am and Junior Professionals only. The format in the 60-rider Pro class field, (which will still be run on 250cc machinery) will consist of four heats, two semis, a Last Chance Qualifier and the two, 20-rider 10-lap final motos. Quarter-finals have been eliminated, and the top three out of each heat will transfer directly to the main without riding the semis. Scoring in the two final motos will be the same as in National Championship Motocross, with overall rider finishing positions determined by adding points scored in both motos. In the 125cc Support class, the field will consist of 40 riders, with two heats and a single 20-rider, 10-lap main event being run.

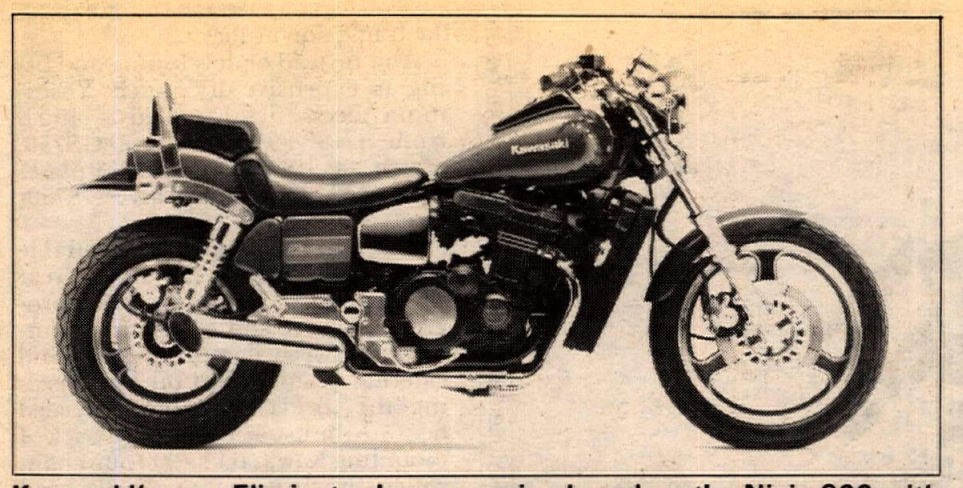
Englishman Jeremy Whatley, whose contract with the British Suzuki importer expired at the end of October, will field his own team aboard Kawasaki machinery in the 500cc MX GPs during '85. Whatley placed third in the '84 250cc MX GP final standings.

You say motorcycle racing doesn't get coverage? The AMA Camel Pro Series contracted ProTac Corporate Promotional Tactical Services, Inc.'s Doug Gonda to do pre-event PR prior to every 1984 series event and it paid off. The Houston TT and ST was covered by the Houston Post, the Houston Chronicle and WTBS Motorweek; the Daytona 200 was covered by USA Today, AP and UPI wire services, WTBS, USA Network, WCPX, WESH and WDTV television; the April 7 Ascot was covered by KHJ and KABC TV, the L.A. Herald Examiner, USA Today, the Long Beach Press Telegram, WTBS, AP and ESPN; the April 14 Sacramento Mile was covered by the Sacramento Bee, Sacramento Union and Oakland Tribune, AP, USA Today, KCRA, KXTV, KOUR TV and KXTL and KRBK; the May 5-6 San Jose doubleheader received coverage in the San Francisco Chronicle, San Jose Mercury News, Oakland Tribune, Modesto Bee, AP, KNTV and KICU TV, KNBR radio and ABC Wide World of Sports; anyway, you get the idea. For a complete listing of all the 1984 race coverage, write to the AMA at Box 141, Westerville, OH 43081 and ask for the AMA Camel Pro Series Media Report, 1984.

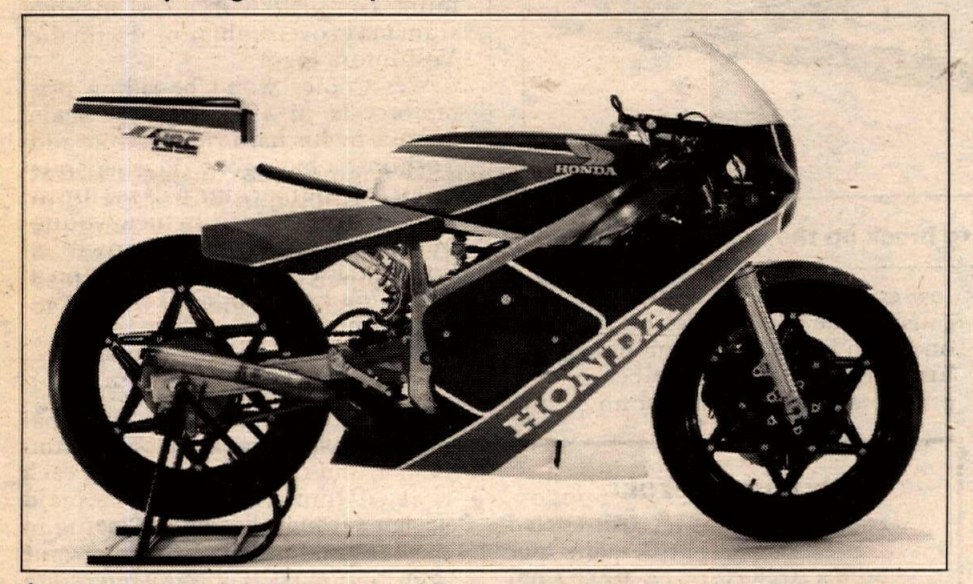
(Continued to page 29)

1985 AMA Camel Pro Series

2/8	TT/Houston, TX	6/23	RR/Pocono, PA
2/9	ST/Houston, TX	6/29	HM/Lima, OH
3/8	RR/Daytona Beach, FL	7/14	Monterey, CA
3/30	TT/Gardena, CA	7/27	Mile/DuQuoin, IL
4/13	Mile/Sacramento,CA	8/4	RR/Lexington, OH
5/4	ST/San Jose, CA	8/11	TT/Peoria, IL
5/5	Mile/San Jose, CA	8/24	Mile/Indianapolis, IN
5/11	HM/Gardena, CA	8/25	Mile/Indianapolis, IN
5/19	RR/Sonoma, CA	9/1	RR/Brainerd, MN
5/26	Mile/Springfield, IL	9/1	Mile/Springfield, IL
6/1	HM/Louisville, KY	9/8	Mile/Syracuse, NY
6/9	RR/Elkhart Lake, WI	9/15	Mile/San Jose, CA
6/9	HM/TBA	9/21	HM/Gardena, CA
6/16	RR/Loudon, NH	9/29	Mile/Sacramento,CA
6/21	TT/Hinsdale, IL		



Kawasaki's new Eliminator has an engine based on the Ninja 900 with changes in carburetion and cam timing; in the Eliminator the engine is rubber mounted and the dynamic balancer used in the Ninja is gone. The new bike has a 62.8-inch wheelbase and styling inspired by drag racers; the 160/80-15 Dunlop K425 rear tire is claimed to be the widest in motorcycling; it's matched by a 100/90-18 Dunlop F17 front tire. Claimed dry weight is 525 pounds.



Honda's 1985 RS250R F-2 racebike comes with ComStar composite wheels, an aluminum alloy frame and a single front disc brake. The bikes sell for $7500 including a spares kit.

Spawned by increasing interest in the annual Paris-to-Dakar rally, this 1985 European-market Honda XL600LM features a box-section-tubing steel frame, aluminum swingarm, dual headlights, spoked wheels with tubeless (!) tires, 7.4-gallon gas tank, and a plastic-and-steel rear rack. The forks have 41mm stanchion tubes and 9.0 inches of travel; rear travel is 8.0 inches. The 591cc air-cooled engine has a bore and stroke of 97 x 80mm and comes with an electric starter, 9:1 compression ratio and dual 28mm slide-throttle carburetors. The front brake is a single disc, the rear a drum; wheelbase is 57 inches and claimed dry weight is 328 pounds. By the way, 7.4 gallons of gas weighs about 45 pounds.

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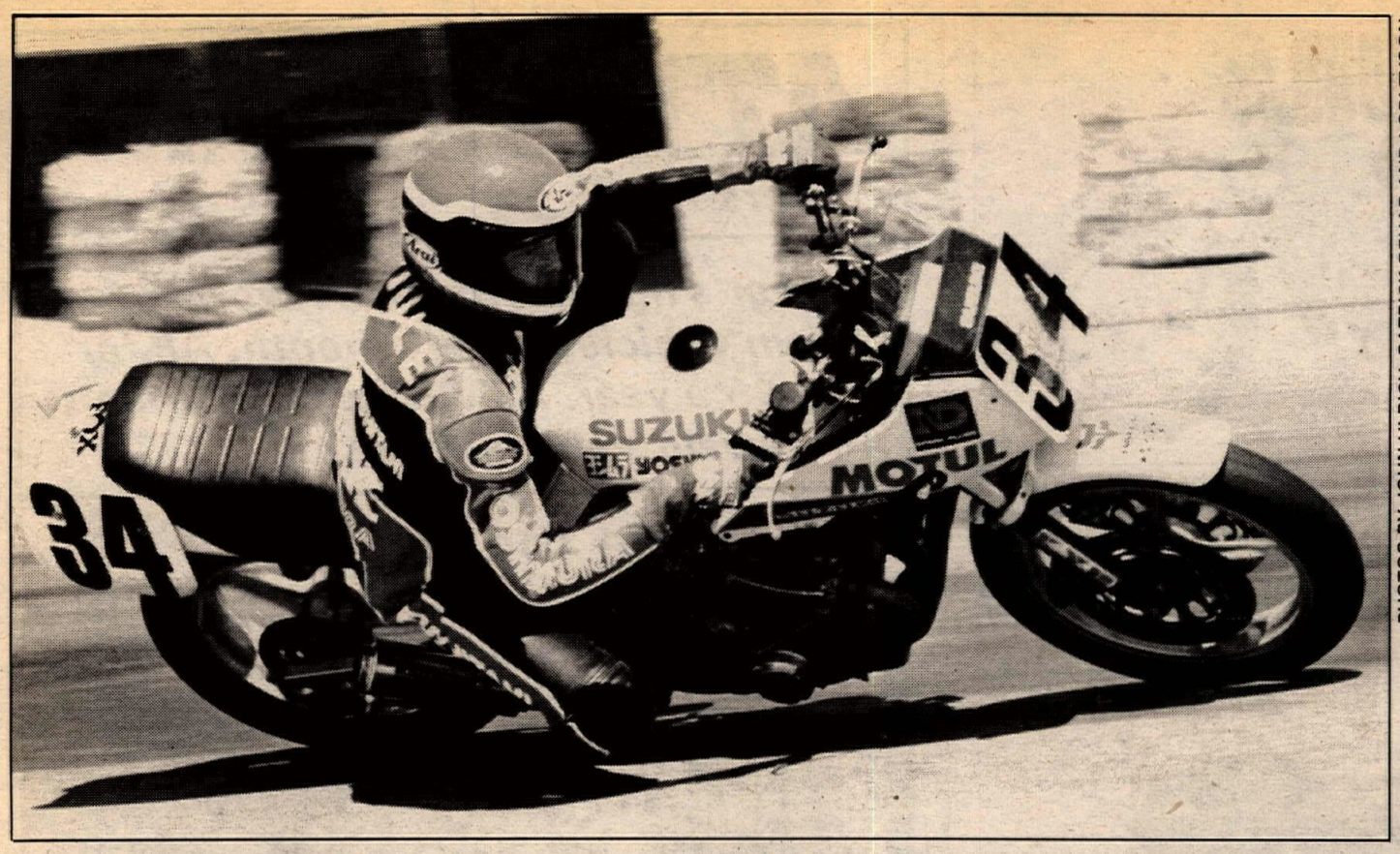


PHOTOS BY JOHN ULRICH, PATRICK BEHAR AND LORI TYSON

Wes Cooley on the Yoshimura Suzuki at Riverside, 1984; using hard riding to break up the ranks of Hondas.

Inside Wes Cooley's Yoshimura Suzuki

By John Ulrich

Privateer, or factory? The image associated with a racing privateer is a rider working on his own bike in the back of his van, paying his own bills, living from race to race. And the image most have of a factory team is an 18-wheel race transporter full of exotic bikes built of unavailable parts and a squad of salaried mechanics attending to every whim of highly-paid riders.

In truth there are dozens of variations between those two strong images; privateers with paid mechanics and nice transporters and significant sponsorship help; privateers with a friend working as mechanics for no money or a cut of the purse; privateers getting back-door help and maybe some money from one factory or the other.

But what is Yoshimura R&D of America? A factory team? They've been associated with Suzuki for so long that at times they appear to be, at the race track anyway, part of the company. But in 1984 Yoshimura did not receive direct financial support from Suzuki; instead, the company gave them parts for use in their racing effort; the technology used to build their GS750 was developed by Yoshimura in Japan and in Chino, California.

Consider the machine, a GS750 Suzuki ridden with distinction by Wes Cooley at Riverside (he finished second behind Team Honda's Fred Merkel); at Laguna Seca (he took the lead as the race was red-flagged; scoring was backed up one lap and he was credited with second behind Merkel; then his bike weighed-in too light and he was disqualified); at Sears Point (he won after Merkel crashed) and at Willow Springs (he finished a close second to Merkel).

It doesn't take long to find trick parts on and in this motorcycle. The rods are forged titanium, made in Japan to Yoshimura specs. The pistons are also Japanese forgings — Yoshimura bought Mahle forgings from Germany until they found a suitable supplier in Japan. But while exotic and expensive, those parts — and other trick components on the motorcycle — are not unobtainable. Yoshimura R&D of America will sell the same parts to anybody with the money to pay for them.

The same goes for the KYB racing forks, developed without anti-dive, with 40mm stanchion tubes. They're air-assisted and spring preload is adjustable within a 25mm range. The aluminum triple clamps are milled out of aluminum, by Yoshimura of Japan, a racing parts fabrication and manufacturing facility run by Pops Yoshimura and his son, Fujio on the outskirts of Tokyo. The fork brace is also made and sold by Yoshimura.

The stainless steel discs — drilled up front, drilled and laterally ventilated in the rear — are works Suzuki parts, as are the magnesium calipers. But those parts are sold through Yoshimura.

Other parts are less exotic — 33mm Mikuni smoothbore carbs, the front side of the slides notched for better low-end response and less vacuum-caused slide stiction; two oil coolers, one from Earl's Supply mounted behind the ventilated number plate, one from Nippondenso mounted on the frame downtubes.

And instead of developing and using an expensive dry clutch, Yoshimura mechanics installed a clutch from a 1978-79 two-valve GS750, which has six springs and 13 plates compared to the four-valve GS750s four springs and 12 plates.

The other trick stuff? All available from Yoshimura. Like a new rear shock linkage for a smoother progression curve and a less-harsh transition between damping rates. And external braided steel oil lines feeding the rocker arm shafts, needed because the usual Yoshimura trick of mounting Kawasaki KZ900 cam chain roller sprockets in the cylinder head makes it impossible to use the standard cross-over steel oil feed tubes positioned under the cam cover on a stock engine. The cam chain? A heavy-duty Yoshimura part. The CDI? Made by Kokusan Denki for Yoshimura, complete with a cast magnesium mag cover emblazoned with the Yoshimura logo.

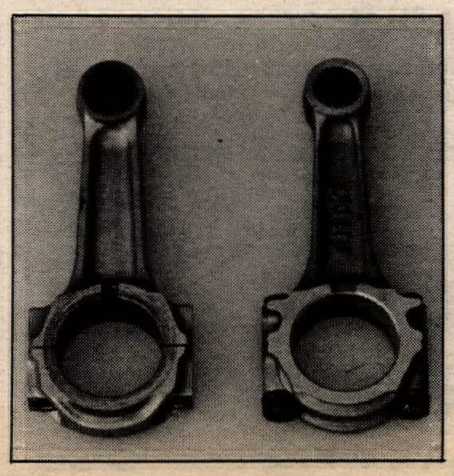
Wes Cooley won't be riding this motorcycle in 1985, one he made famous by his hard riding — he and Yoshimura have gone their separate ways. But the machine will see use in 1985 anyway, ridden by new young find Kevin Schwantz; meanwhile, Pops and Fujio are hard at work on a GSXR750-based Superbike, and racing engines have already been developed and well-tested in a cooperative program involving Yoshimura and the Suzuki factory. •

Yoshimura Suzuki

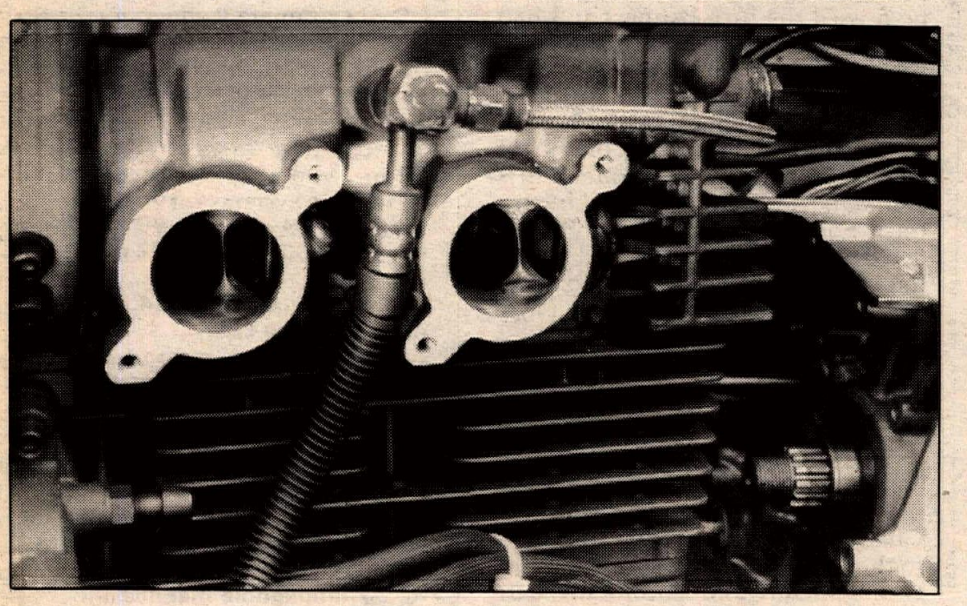
Engine type	Air-cooled DOHC, inline-four
Bore x stroke	67x53mm
Displacement	748cc
Compression ratio	12.3:1
Carburetion	(4) 33 Mikuni
Horsepower	118 bhp @ 11500 rpm
Torque	57.8 lb.-ft. @ 9000 rpm
Valves per cylinder	4
Intake valve size	26mm
Exhaust valve size	23mm
Intake lift	9.0mm
Exhaust lift	8.8mm
Included valve angle	20°
Intake valve timing	28°-48°
Exhaust valve timing	60°-18°
(measuring pt.)	1mm
Ingnition	Kokusan Denki CDI
Lubrication	Wet sump
Redline	12000 rpm
rpm @ 60 mph	4832 rpm
Gear ratios	
Primary	1.90:1 (91/48)
Final	3.14:1 (44/14)
5th	1.04:1 (25/24)
4th	1.23:1 (27/22)
3rd	1.45:1 (29/20)
2nd	1.72:1 (31/18)
1st	2.13:1 (34/16)

Calculated speed in gears at redline (geared for Willow Springs)	
5th	149 mph
4th	125 mph
3rd	106 mph
2nd	90 mph
1st	72 mph
Rake	27°
Trail	4.5 in.
Front suspension type	KYB racing forks
Fork tube diameter	40mm
Front wheel travel	5.1 in.
Rear suspensions type	Fox twin-clicker shock
Rear wheel travel	5.5 in.
Front brakes	(2) 13 in. discs
Rear brake	9 in. disc
Front wheel	4.00x18 Campagnolo magnesium
Rear wheel	3.50x18 Campagnolo magnesium
Front tire	3.25/4.25-18 Dunlop KR133
Rear tire	3.75/6.50-18 Dunlop KR133
Dry weight	397 lbs.
Wheelbase	58.3 in.
Fuel capacity	5.5 gal
Ground clearance	4.7 in.
Seat height	32.3 in.

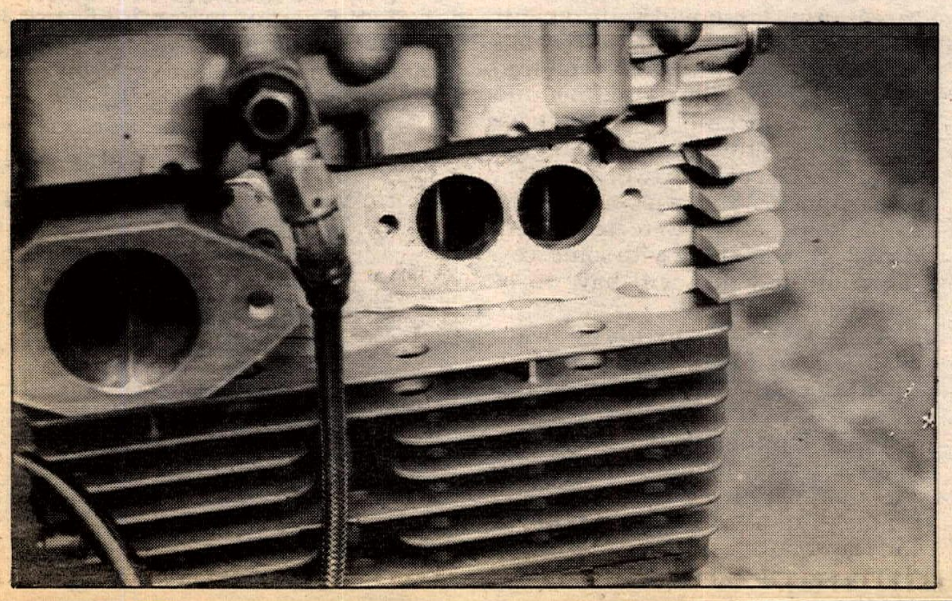
(Below, left) Forged titanium rod on the left is 117 grams (4 oz.) lighter than the stock steel rod and cap bolts (not shown) screw upwards into rod body without using nuts. (Below, right) Forged Yoshimura piston has one compression ring, one oil ring and is domed; standard piston on right of photo is flat-topped.

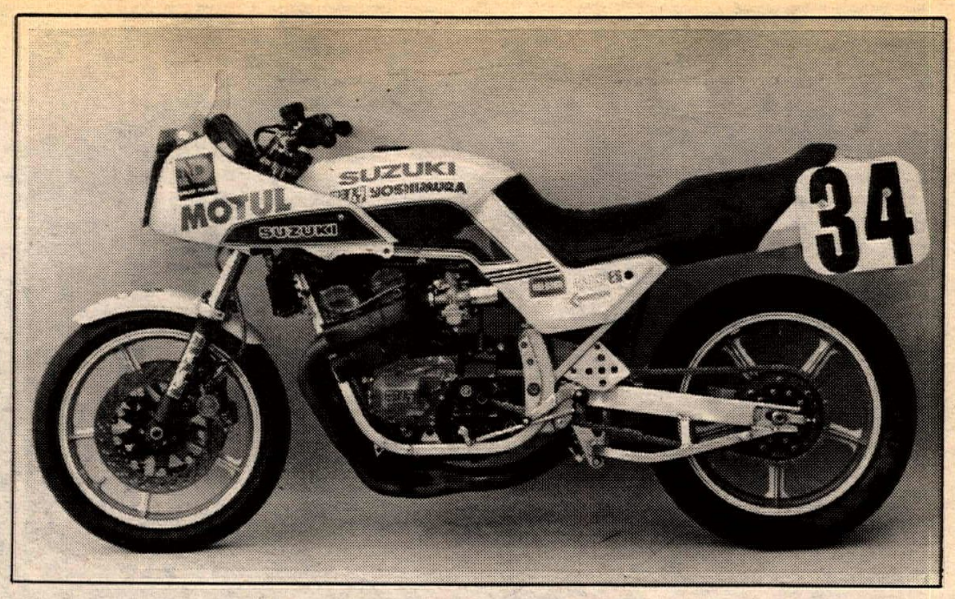


The Yoshimura R&D of America technical team: (from left) mechanic Don Sakakura, vice president Suehiro Watanabe, mechanic Dave Wolman.

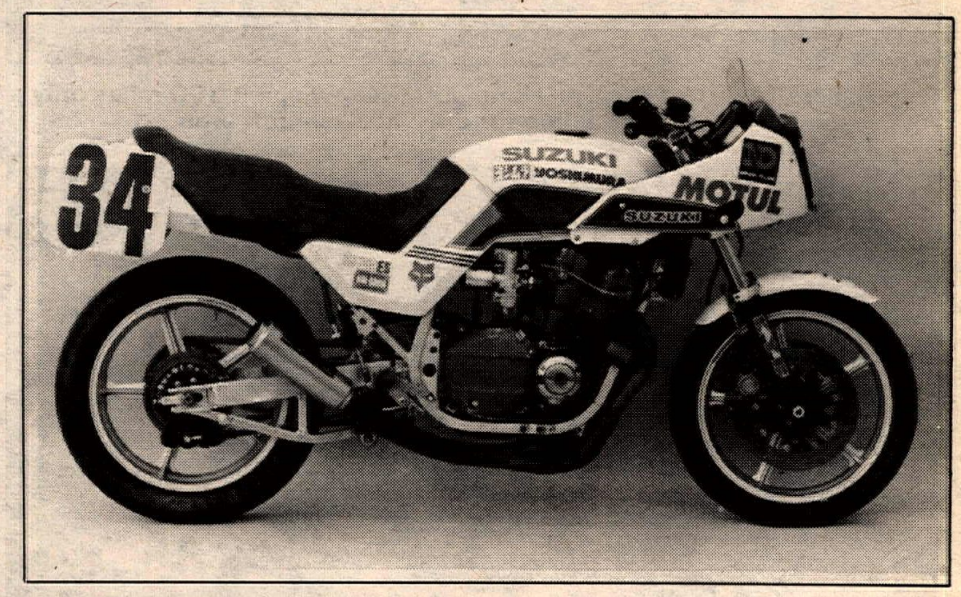


Yoshimura has experimented with two intake tract variations. One version (above) involves porting and polishing the stock ports, which are slightly curved. The other (below) involves milling the stock ports and carb spigots off the cylinder head, welding up the holes, and machining new, straight ports. The new ports extend into bolt-on manifold blocks and are highly polished. In testing, Yoshimura mechanics have found that the straight-port engine makes more peak horsepower with a powerband from 8500 to 12000 rpm; the standard-port version makes less peak power with a powerband from 8000 to 12000 rpm. As a result, Watanabe says the straight-port engine configuration will be used if Yoshimura races the bike at Daytona; elsewhere they prefer the standard-port configuration. Note external oil feed lines.

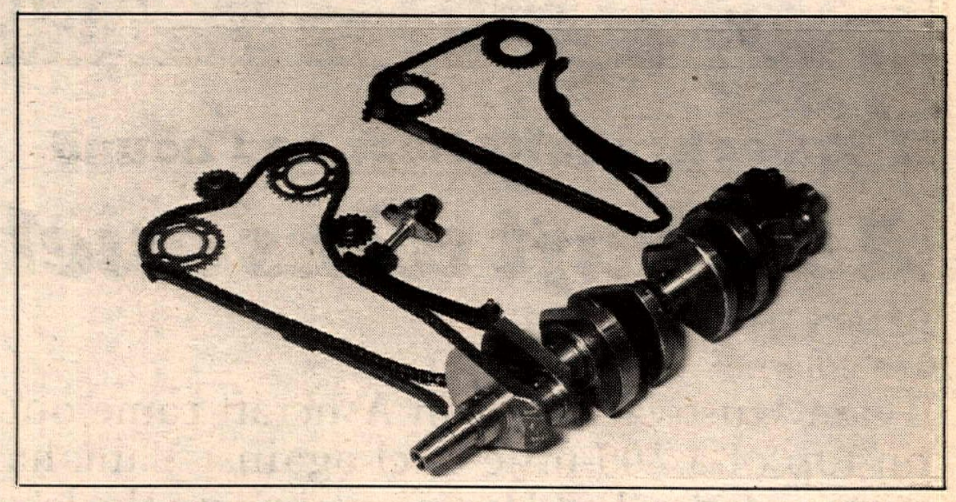




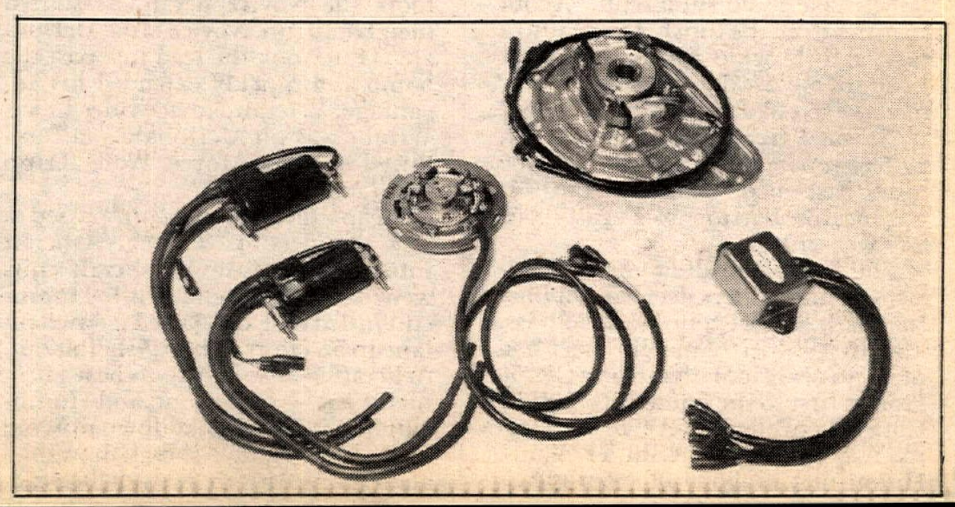
Yoshimura mechanics have experimented with plastic scoops and shrouds around the cylinders, a type of ram-air cooling. They say the system lowers oil sump temperature 50°F on hot days.



A close look at the GS750 reveals works GS1000R brakes, titanium fasteners, hand-made aluminum triple clamps; exhaust system is stainless steel with aluminum silencer.



Yoshimura mechanics add idlers to the cam chain tensioning system, as seen above. On the left side of the photo is the Yoshimura version, adding idler sprockets between the cam sprockets and above the cam chain tensioner; the tensioner itself is changed from being spring-loaded and automatically-advancing to being mechanical, with a lock bolt. The rear cam chain guide is shortened to work with the rear idler sprocket. The cam sprockets are also lightened; the crank is polished. Below is a complete Kokusan Denki CDI ignition system.



PHOTOS BY ANN CRAWFORD AND LARRY LANGLEY

Dan Ashcraft (above) and Ted Hunnicutt (below) spent 100 miles only a few seconds apart while dueling for the lead. Ashcraft won.

Motocrosser Eric Hallgath and his CR250 Honda captured the 250cc Expert class win. Hallgath spent most of the race third overall.

D-37 Jackrabbits hare and hound

Ashcraft wins duel

By Larry Langley

RED MOUNTAIN, CA, DEC. 9

Team Husqvarna's Dan Ashcraft came out on top of a 100-mile duel against Yamaha support rider Ted Hunnicutt to win the last D-37 desert race of 1984. The two riders swapped the lead back and forth with Ashcraft leading at the end of loop one and Hunnicutt taking the lead out of gas two.

"It all depended on who made the last mistake," said Hunnicutt. "About 15 miles from the finish, I went into a turn a little wide and Ashcraft got inside of me. He didn't make another mistake so I had to settle for second."

"It was a great race, not more than 20 feet separated us for the last 100 miles it seemed," said Ashcraft. "It was just like Barstow-to-Vegas — fast and wet with no dust."

The bomb run drew mixed criticism as most riders deemed it a one-line path and with no trails to pass. The first Expert/Amateur start had motocrosser Eric Hallgath on a CR250 Honda first to the bomb followed by Chuck Pettigrew (C-A), Brian Harris, Ashcraft and Ron Shuler (Yam); Hunnicutt was about 10th. Pettigrew's ride ended shortly after the bomb when he crashed into a bush trying to pass Hallgath and kinked his cables. Shuler seized his 490 Yamaha twice and decided to hang it up. While the Expert/Amateurs were on the first loop, the Novice/Beginners started their bomb run. Novice Mike McDonald (Hon) took the lead just past the bomb and quickly extended his advantage. Veteran Novice rider Lewis Wright was on McDonald's tail followed by Greg Moyer, Wade Tripp and James Brown.

Meanwhile, Hunnicutt passed a slew of riders to challenge Ashcraft into the first gas stop. Ashcraft's pits were down at the end, while Hunnicutt pitted first and gassed it down pit lane in an effort to beat Ashcraft out. Ashcraft — also trying to beat Hunnicutt out — pulled out, and Hunnicutt had to lay his bike down to avoid hitting Ashcraft. Ashcraft now had an opportunity to extend his lead, but in the confusion of the near-miss, he missed the turn banners and had to circle back allowing Hunnicutt to pick himself up and take off on Ashcraft's tail. Hallgath was third (first 250) and was trying to keep the two leaders in sight. Fourth out of gas one was Barstow-to-Vegas winner Chris Crandall (ATK) who was making up for a horrible start. Crandall thundered his four-stroke after the leaders, but had a five-minute deficit to make up. Duane Summers was first 175cc in at eighth overall on his screaming Cagiva trying to maintain his lead over Yamaha Support/Duralube rider Mike Downhill Alexander.

The second loop crossed the railroad tracks and headed into the Spangler Hills making a loop around Charlie's Place before looping back to the same railroad crossing and gas two. Ashcraft and Hunnicutt were still within towing distance of each other as the spectators cheered them on. Hallgath held on to third overall with Crandall moving within striking distance. Summers moved up to fifth overall and Cagiva teammate John Rudder also moved passed Alexander to sixth overall. Checkers M.C. rider Bill Saltzman (KTM) tried to extend his lead over So Cal M.C. rider Art Knapp in their duel for the Senior number one plate.

Novice leader Mike McDonald crashed into a bush and went over the bars injuring his shoulder. Jim Fowler (KTM) took advantage of McDonald's crash and moved into the Novice lead with Jeff Mass (Suz) slipping into second. The Jackrabbits did not have the Beginners finish very well organized at the end of loop two; a number of Beginners were sent out on the third loop. There were some very tired Beginners along with some scoring confusion that will have to be sorted out.

As the spectators anxiously awaited the outcome of the Ashcraft/Hunnicutt duel, the first bike that came into view was Ashcraft closely followed by Hunnicutt. The next in was Crandall who made up two minutes on the leaders passing Hallgath on the third loop. Hallgath hung in for fourth overall (first 250), while Summers (Cagiva N. America/O'Neal/Sidewinder/Pro-Gas/Oury) edged teammate Rudder out for fifth overall. Alexander finished seventh overall but said he clinched the number three plate. Ninth overall was Ken Parry (Granada Yamaha) just ahead of first Amateur Greg Winters (Hon), who wanted to mention Winters Foam Systems for their support. First Open Amateur was Nick Young (Yam/Grazianos Pizza). Saltzman finished first Open Senior and waited for competitor Art Knapp. Knapp nabbed second Open Senior so the points are going to be close for the number one plate.

First overall Novice went to Jim Fowler (KTM) of the 100's M.C. followed by Jeff Maas (Suz). Injured McDonald (Hon) limped in for third Novice and a trip to the hospital with a suspected dislocated shoulder. Mike Horne (Yam) nailed down fourth Novice.

American Honda's Keith Reeves pitted for son Brandin (XR500 Honda). It was the younger Reeves' first ever desert race. •

Unofficial Results

OVERALL: 1. Dan Ashcraft (Hus); 2. Ted Hunnicutt (Yam); 3. Chris Crandall (ATK); 4. Eric Hallgath (Hon); 5. Duane Summers (Cag); 6. John Rudder (Cag); 7. Mike Alexander (Yam); 8. Kenny Parry (Yam); 9. Greg Winters (Hon); 10. Paul Krause.

OPEN EX: 1. Dan Ashcraft (Hus); 2. Ted Hunnicutt (Yam); 3. Chris Crandall (ATK).

250 EX: 1. Eric Hallgath (Hon); 2. John Rudder (Cag); 3. Kenny Parry (Yam).

175 EX: 1. Duane Summers (Cag); 2. Tom Elias.

SR 175 EX: 1. Robert Torgerson.

SR 250 EX: 1. Jim Bringhurst; 2. Al Guzman; 3. Wendell Rapp.

SR OPEN EX: 1. Bill Saltzman (KTM); 2. Art Knapp.

250 SR EX: 1. Don Whitehorn (Suz).

VET OPEN EX: 1. V869; 2. Mike Condit.

WOMEN EX: 1. Joanna Needham; 2. Diane Holeman (Hus).

OPEN AM: 1. Nick Young; 2. Alex Long; 3. Greg Card.

250 AM: 1. Greg Winters (Hon); 2. Dave Pettigrew (C-A); 3. Dennis Torgerson.

175 AM: 1. Robert Schneider.

SR OPEN AM: 1. John Hessick; 2. Don Bunch; 3. Ron Burski.

VET 250 AM: 1. Garry Jones (KTM).

VET OPEN AM: 1. Jim O'Connor; 2. Tom Hansen; 3. Chuck Wahl.

OPEN NOV: 1. Robert DeSoto; 2. Jeff Maas; 3. Mike McDonald.

250 NOV: 1. Mike Horne; 2. Tim Alkire; 3. Robert Handhoft.

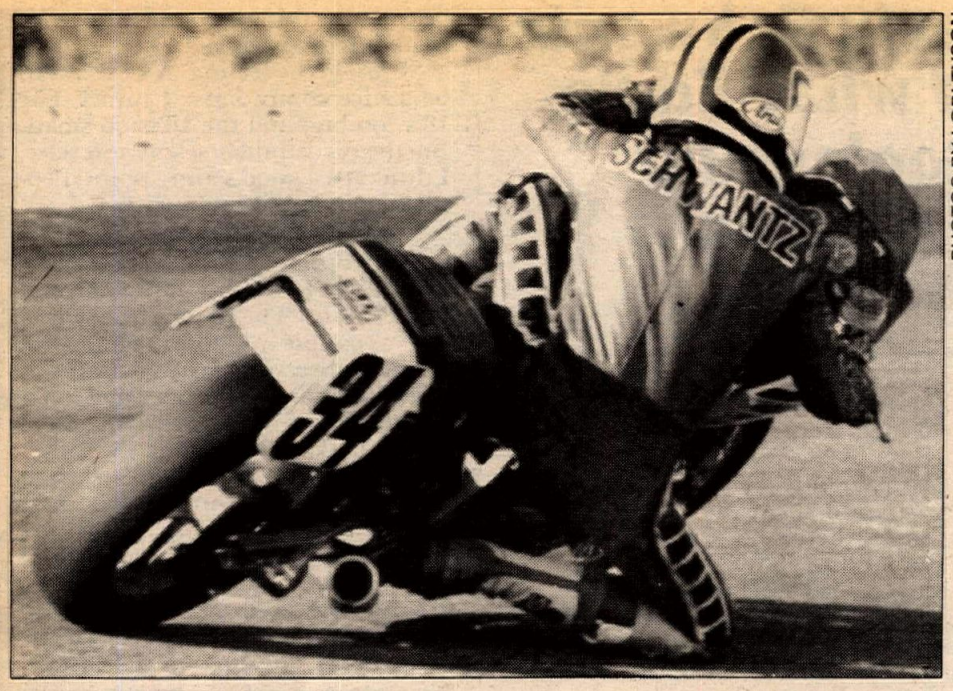
175 NOV: 1. 219c; 2. Pete Dobrotin; 3. Mike Koncur.

SR OPEN NOV: 1. Harold Denning; 2. Richard Hughes.

SR 250 NOV: 1. Ed Heyne.

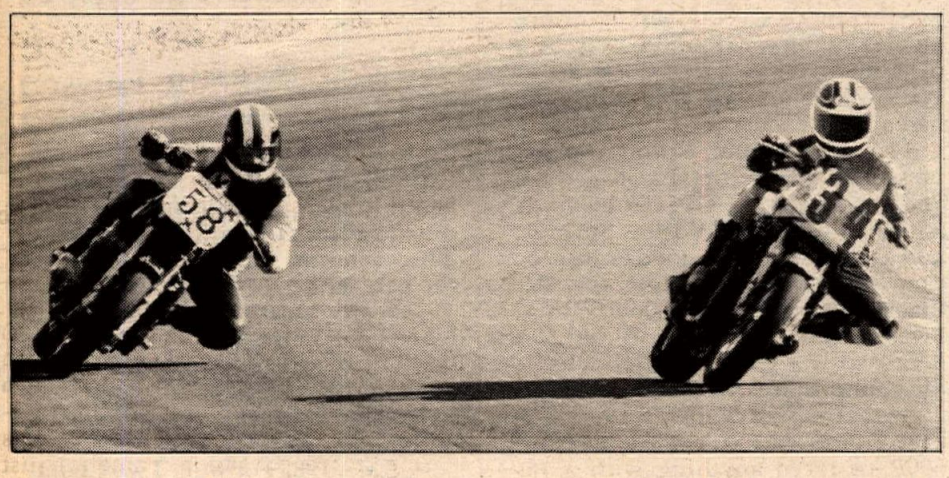
VET OPEN NOV: 1. Fred Biscoe; 2. John Marsh; 3. Ricahrd Brownell.

VET 250 NOV: 1. Rene Reese; 2. Mike Regan; 3. Ward Landis.



PHOTOS BY LORI TYSON

The prevailing view of young, tough Texan Kevin Schwantz at Willow; (below) charger Scott Gray (58) took a stab at Schwantz, finished second.



Unknown Texan smokes everybody at Willow Springs Superbike finale

By Lori Tyson

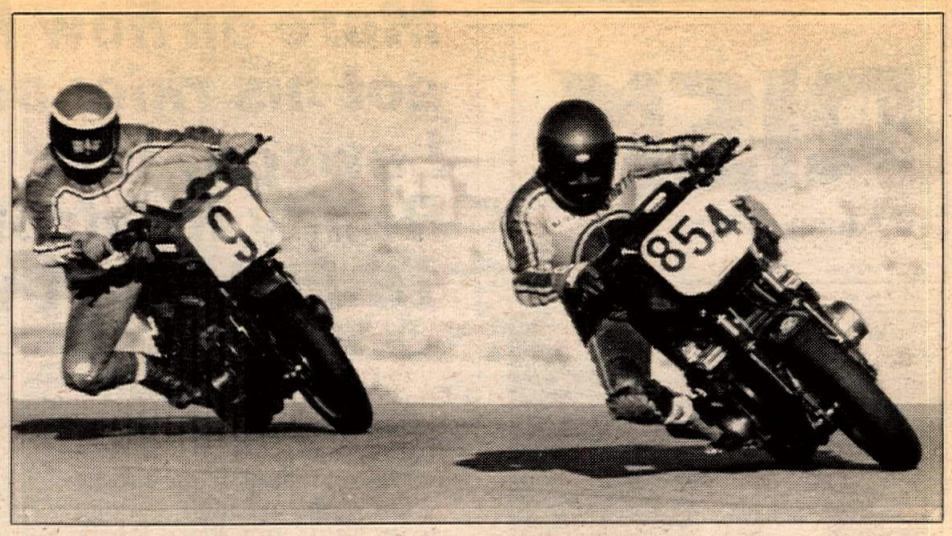
ROSAMOND, CA, DEC. 2

Twenty-year-old Texan Kevin Schwantz put in an amazing ride as he took the Yoshimura Suzuki to dual wins at the last American Road Racing Association meet of the year.

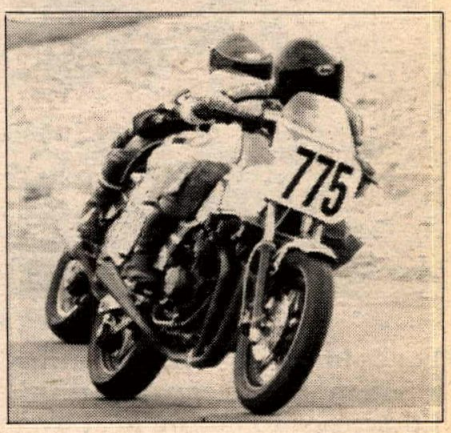
Schwantz turned ultra-fast 1 minute, 30-second lap times after a mere three laps of official practice (and three more following behind a 600cc race) on an unfamiliar track. Schwantz, normally a production racer, bested local aces Jim Vreeke and Todd Brubaker as he took his first-ever ride on a Superbike in the Formula 1 event.

Dunlop-sponsored Schwantz came from a third-row gridding to holeshot the start, followed to the first turn by Honda-mounted Brubaker, Kawasaki pilot Vreeke and Chris Mencher on a Honda. By the second circuit Brubaker passed Schwantz and led for two laps before again relinquishing the top spot to the young Texan. "I need to get in shape," said Brubaker, "I just don't have the endurance to ride that hard for long." Vreeke dropped out with a flat tire on lap five and John Glover got his TZ250 by Mencher for third; Schwantz had also put in his fastest lap time — a 1:30.8. By the next lap Steve Biganski also moved past Mencher and gassed it up with Glover. By the end of the eight-lap event, Schwantz held a two-second advantage over Brubaker, taking his first trophy of the day. "I could say he had horsepower on me, he had better brakes, a lot of other things," said Brubaker later. "But the truth is, I got smoked." Biganski took third, Glover a close fourth, and Mencher, taking fifth, clinched the ARRA Formula 1 championship.

In the last race of the 10-race Superbike Series, Schwantz gave series winner Vreeke his second loss in eight months as he shot from his third-row grid position to the lead so fast that he had at least 20 feet on the rest of the pack by the time they got to the first turn. He was never headed, and won by six seconds. Brubaker, who missed his warm-up lap because he didn't hear the race announced, went into turn two with cold tires and crashed, sustaining minor injuries to himself, major damage to his machine.



(Above) Marty Sharpe (854) leads Kopeckybus scion Kenny Kopecky in 750cc Box Stock; (below, left) Steve Biganski (11) beat Pro-Am winner John Glover in F-2; (below, right) Marty Vogel (775) took his 601cc GPz550 to second in 750cc Production but was disqualified.



Northern California's Scott Gray, on his 1980 GS750 Suzuki Superbike, held second despite handling and shifting problems. Vreeke, thought to be virtually unbeatable until last month when Brubaker gave him his first loss in eight races, found himself in an unfamiliar third place, unable to close ground on the leaders. Schwantz flew to what appeared to be an easy win, taking home the $300 prize. Gray, disgusted with his tired Suzuki, shook his head as the bike repeatedly slipped out of gear on him. But he managed to ride the wheels off it and took second and the $200 prize money that went with it. Vreeke had to settle for a disappointing third.

"I could have gone faster," said former dirt-tracker Schwantz, looking relaxed after his ride, "but I looked back and saw how far back they were and there was no point in taking any chances. Plus the harder tire we put on for the Superbike race was sliding a little in the fast turns." Schwantz's performance earned him a ride with Yoshimura for 1985.

Tony Mathews raced veteran Whitney Blakeslee in the 600cc Production match. Blakeslee shadowed Mathews the entire race, until the last lap. Both men entered turn two, but only one came out. As Blakeslee passed a lappee on the outside, he leaned the bike a bit too far, picking the back end up when the pipe hit the ground. Blakeslee got tangled with the bike as it went down, cracked some ribs and pulled some muscles. Mathews went on to take the win.

Bob Reinen won the 750cc Production title after taking the win in that race over Chris Crowell, Marty Sharpe and, on a 601cc GPz, Marty Vogel. All four rode hard, but by the last lap it was between Reinen and Vogel. Reinen slipped by Vogel on the back straight and crossed the line first, taking the class championship by one point. Vogel was subsequently protested and disqualified for using an illegal swingarm, giving second to Crowell.

In the 250cc GP (Formula 2) Glover and Desperado Racing's Biganski went at it, wheel-to-wheel the entire race. In the drag race to the flag Biganski won by half a wheel, taking the title in the process.

Kirk Schreffler, Marty Sharpe and Kenny Kopecky dueled in 750cc Box Stock, a race that would later turn into a near brawl. As Schreffler led, Sharpe was shadowed by Kopecky until the fourth lap, when Kopecky took over second and held that position until the last lap. Schreffler won easily, but the race for second went down to the line. In a nearly side-by-side finish, Kopecky came out ahead. But it wasn't over yet. Fourth-place finisher Crowell protested the entire field, for lack of horns. After much arguing, club president Earl Smith threw out the protest.

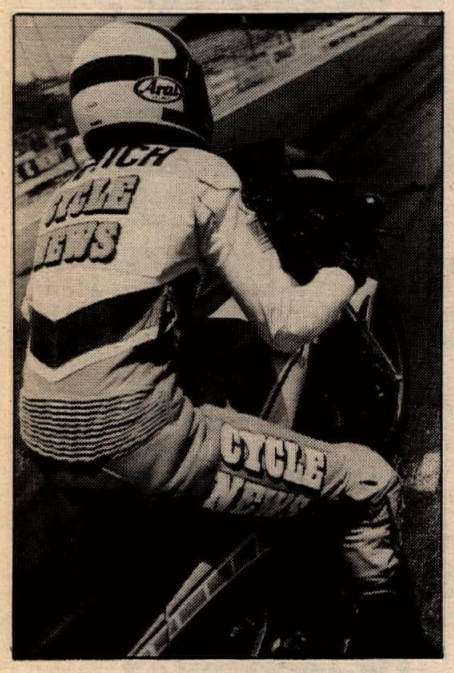
In the race for the overall club champion, the man who will wear the number one plate for next year, it looks like it will be either Bob Reinen, sponsored by Spectro, Temple City Kawasaki, Bassani and Dynojet, or Englishman Nigel Gale, who raced a 600cc machine against 750s most of the year and usually won. The points are currently being retallied, so there is no clear-cut champion at this time. •

Results

600 PROD #A: 1. Tony Mathews (Yam); 2. Scott Johnson (Yam); 3. Chris McNellis (Kaw).
600 PROD #B: 1. Tyler Turley (Hon); 2. Bruce Anderson (Kaw); 3. Craig Beecher (Yam).
F1: 1. Kevin Schwantz (Suz); 2. Todd Brubaker (Hon); 3. Steve Biganski (Yam).
450 SS: 1. Darren Fulce (Yam); 2. John Thornton (Yam); 3. Alex White (Yam).
F3: 1. Rye Hefley (Hon); 2. Steve Dyer (Hon).
750 PROD: 1. Bob Reinen (Kaw); 2. Chris Crowell (Suz); 3. Marty Sharpe (Suz).
OPEN PROD: 1. Joe Solis (Kaw); 2. Bill Cain (Hon); 3. John Bradley (Bim).
600 BOX STK: 1. Eddy Kawaguchi (Yam); 2. Kenny Kopecky (Kaw); 3. Dan Brown.
F2: 1. Steve Biganski (Yam); 2. John Glover (Yam); 3. Clint Whitehouse (Yam).
OPEN SS: 1. Scott Gray (Suz); 2. Bob Reinen (Kaw); 3. Joe Solis (Kaw).
750 SUPERBIKE: 1. Kevin Schwantz (Suz); 2. Scott Gray (Suz); 3. Jim Vreeke (Kaw).
TWINS: 1. Mick Ofield (Nor); 2. Bill Fennessy (Yam); 3. Curtis Adams (Hon).
600 SS: 1. Marty Vogel (Kaw); 2. Tony Mathews (Yam); 3. Nigel Gale (Yam).
450 BOX STK: 1. Bill DeBere; 2. Charles Wallace (Suz); 3. Rick Seaver (Suz).
450 LC: 1. John Thornton (Yam); 2. Alex White (Yam); 3. Matt Smith (Yam).
750 BOX STK: 1. Kirk Schreffler (Hon); 2. Kenny Kopecky (Kaw); 3. Marty Sharpe (Suz).
OPEN BOX STK: 1. Craig Huber (Kaw); 2. Danny Farnsworth (Hon); 3. Andrew Sharpe (Suz).
450 PROD: 1. Alex White (Yam); 2. Andy Leisner (Yam); 3. Steve Dilallo (Yam).
500 SINGLE: 1. Bill Burton (Hon); 2. Bill Fenessy (BSA).

RISK

By John Ulrich



More on how Kevin Schwantz got his ride; and what Eddie Lawson, Wes Cooley and Randy Renfrow think of 16-inch front wheels

For as long as I've been writing about motorcycles, you'd think I'd be used to taking heat over my stronger editorial statements. But despite 12 years experience in catching flak, I've never gotten used to the outpouring of pure hatred and contempt that an occasional editorial can trigger in some people.

Which brings us to Earl Roloff, Jr., 1983 AFM #1, former dirt-tracker, aspiring Superbike road racing star, and, at 28, manager of one of his family's two San Diego-area motorcycle shops, Roloff's Yamaha.

Roloff took exceptionally strong — almost violent — issue with two of my recent editorials, one dealing with the circumstances of my crashing a new Kawasaki Ninja 600R at the press introduction held at Firebird Raceway in Phoenix, the other proclaiming the Superbike stardom-to-be of 20-year-old Texan Kevin Schwantz.

Among other things, Roloff believes that I am dead slow, too slow to be evaluating motorcycles; that I am living in a fantasy world by thinking I can ride a motorcycle and then tell people how it works; that he, not Kevin Schwantz, deserves to race the Yoshimura Suzuki in 1985 and that he was screwed out of the deal because he cruised around at conservative 1:33s at Willow during his tryout; and that Schwantz can't possibly be as good as I said he was. Roloff also hopes to return to Superbike racing in 1985 and put himself in a position where he can get a factory ride in 1986, which is when many people think big-time factory teams from Yamaha and Kawasaki and Suzuki — through Yoshimura — will wade into Superbike racing to challenge Honda's current domination.

To begin with, it isn't all my fault that Schwantz, and not Roloff, got the coveted ride. All I did was do what I could to get Schwantz a tryout on the bike; he's the one who turned the 1:30s while staying so loose and smooth and relaxed on the bike that he appeared to be cruising at a much more sedate pace. And it was Suehiro Wantanabe of Yoshimura R&D of America who timed Schwantz between turns three and six, watched his lines, timed him through turns eight and nine, listened to the exhaust note as Schwantz rode the track, and declared that Schwantz was already as fast, if not faster, than Graeme Crosby.

The problem Roloff — along with Scott Gray and Russ Paulk and Richard Scoular — has with trying to get a factory ride, or a Yoshimura ride, is that the people making the decisions regarding riders don't want 28 or 24 or 29 or 25 year-old, respectively, riders.

What they want is a new Wayne Rainey or Eddie Lawson or Freddie Spencer, but at as early an age as they can find them. What they want is an 18-year-old dirt tracker who can haul ass on pavement and grow into a championship-caliber rider, getting faster and faster year-by-year.

> *". . . they tuck in easier, and the bike falls over faster."*
>
> Randy Renfrow

And the next best thing to an 18-year-old dirt tracker who can haul ass on pavement is a 20-year-old dirt tracker who can haul ass on pavement, and that's Kevin Schwantz.

As for his future capabilities, I'd bet money on the kid; I get phone calls and letters all the time from people who claim to have the next great rider in their family or on their bike or among their friends. Some of the callers, like the guy who was certain his kid could be World Champion because he had used his RD400 to pass Roberto Pietri in a practice session at Sears Point, don't have the slightest clue of what they're talking about (I never did find out if Roberto was breaking in an engine or scuffing tires at the time, but I never heard of the kid afterwards, so it's a fair bet there were mitigating circumstances).

Others who call actually know good riders; and I've been known to keep an eye on up-and-coming riders and even established club racers to see what I can see.

But I don't get real excited about riders very often; I've been watching races long enough to be able to tell when somebody is very, very good; and I'm standing by my opinion that Kevin Schwantz has got the raw talent to make it and make it big. Besides that, Watanabe is no fool; he sees in Schwantz the same things I see, and that's why he signed Kevin Schwantz and not Earl Roloff, Jr.

As far as Mr. Roloff's opinion that I'm dead slow, the thing that seems to have set him off in that regard was my statement that notching back the throttle while leaned over near the limits of cornering clearance can cause a motorcycle with a 16-inch front wheel to load the front end and push, crashing the rider.

The Roloff family's other shop is Seaweed Kawasaki and they're looking forward to selling Ninja 600Rs; due to an unfortunate coincidence, the motorcycle I was riding when I finally figured out this tendency of 16-inch front wheels was in fact a Ninja 600R. Roloff complains that people are already wondering if 600Rs will crash them in corners, and he figures there's no way I know what I'm talking about. I just screwed up and crashed and blamed the bike, he says, or else the bike was set up wrong for the racetrack; and in any case I don't know what I'm writing about because I'm too slow to know.

As far as I can remember, Roloff and I have been on the racetrack together twice, several years ago; once he and his new GPz750 barely beat me and my GPz550 in a stock race at Willow Springs, but, as he tells it, he had a good excuse.

The second time, Roloff and his prepared-to-the-teeth GPz550 blew me and my neglected GPz550 away in another stock race at Willow Springs, and as I tell it, I had a good excuse, or excuses, mainly including the fact that my bike was way too slow because I was behind on my cheating and also because I was going through a terrible slump in my riding at the time.

Be that as it may, the fact remains that Roloff hasn't ridden a Ninja 600R or raced anything with a 16-inch front wheel; and the fact remains that the fleet of 600Rs flown in for the press intro were prepped and set-up at the track by the best technicians Kawasaki Motors Corp. has, under the supervision of the Japanese engineers who actually designed the motorcycle.

> *". . . without any indication it can tuck in on you and go away."*
>
> Wes Cooley

It's no surprise that I figure I do know what I'm talking about and that I think I can ride plenty fast enough to find out what a streetbike is going to do on a racetrack. But since Roloff can't accept that as being true, I'm now going to quote some guys who Roloff at his best can't call slow; he'll have to come up with some new arguments to convince them he's right:

— 500cc World Champion Eddie Lawson: "There's only one advantage to a 16 — basically getting back and forth easier. The only disadvantage I can see with a 16 is that it's not as stable in high-speed corners. A 16, if you have a corner that's really high speed and bumpy, it seems to fall into the pavement a little more, so it won't make it as stable.

"Raymond Roche told me that he kept telling Honda and Michelin to make a 17 all year because he didn't like the feeling of the smaller wheel. He didn't care for it.

"The biggest thing was we were using Dunlop 16s and Dunlop couldn't get a 16 that would work. We never had a profile and a compound that would work. You have to have a real good tire on it to make it work, because the thing's gonna follow the road differently than a 17 or an 18.

"I just go by feeling. A 17 seems to be a nice compromise I think. The 18's too big, and the 16's too small. But the 16s definitely sell motorcycles. I think it's a good selling point. People like it, and it looks trick.

"I personally prefer a 17."

— Two-time U.S. Superbike Champion, AMA Formula One RS500 pilot Wes Cooley: "The 16-inch front wheel has a couple of advantages — it changes direction easier without as much pressure on the bars, and it has a better footprint patch when you're on the brakes. But I think the stability of an 18-inch is much greater from entering a corner through the apex. When you're cornering with a 16-inch you can get in there and without any indication it can tuck in on you and go away. I think that with a 16-inch front wheel you have to ride the rear wheel all the time, use the throttle.

> *". . . it's not as stable . . ."*
>
> Eddie Lawson

"It took me a long time to get used to riding with the 16-inch front wheel. I couldn't let the front end load up as much because it would just go away. There's not as much input through the bars with a 16-inch front wheel.

"I really noticed it at Sears Point when I got off the Superbike onto the RS. The 16 was easier to control as far as changing direction but the stability is much greater in the corners with a 18-inch front wheel."

— AMA 1983 Formula Two Champion and 1984 Formula One RS500 pilot, six-time WERA National Champion Randy Renfrow: "With a 16-inch front wheel, when they start to slide out, they tuck in easier, and the bike falls over faster. You can't really slide the front wheel and then turn in the bars and let it slide and still keep it on your line like you can with some mid-sized production bikes (without 16-inch front wheels). When the weight transfers to the front and it starts to slide it's harder to recover. I never fell down before this year and this year I fell down three times, lost the front end each time."

In fairness, I hasten to say that I think a 16-inch front wheel is just dandy on the street, and that I've had lots of fun on my own Ninja 900. It's also true that lots of guys race Superbikes and Formula One bikes — Hondas — with 16-inch front wheels and do just fine. But what I'm saying is that riding racetrack-fast on any motorcycle with a 16-inch front wheel requires a different technique than riding a motorcycle with an 18-inch front wheel; that a 16-incher has different handling characteristics than an 18-incher; and that if you notch back the throttle on a 16-incher mid-corner, you're asking for trouble.

In short, you could say that the key to success with a 16-inch front wheel is No Roloff. •

Mangham/Burkler take PRRO endurance RR

By John Arthur Burrus

PHOENIX, AZ, DEC. 2

Of the 28 teams that entered the Phoenix Road Racing Organization's annual two-hour endurance race, just a little over half survived the competition and the tough course at Firebird International Raceway. After the traditional dead engine start, the team of Mike Mangham and Bob Burkler hot lapped for the early lead on a 750cc Honda Interceptor, followed by a 500cc Interceptor belonging to the team of Benny DeBaca, Joe Shelton and Craig Martin. Two crashes red-flagged the race on lap 11, and the restart turned into a sprint between the Mangham/Burkler team and the Todd Griswold/Kevin Elliott team on a Kawasaki 750 Turbo. Griswold finally took over on about lap 20, but Elliott never got his chance to race, because their Turbo tangled with another bike and went down at mid-race. That left the team of Mike Williams and Ed Wright in second but way behind on a 750cc Suzuki. Hard riding by Williams — who looked like he was going to crash every time coming out of turn 12 — and a pit stop or two by Mangham/Burkler put the Suzuki in the lead to earn the F1 win.

Also finishing the full 69 laps were the team of Greg Wing and Richard Kohn on a 900cc Kawasaki Ninja for second place in F1; Henry Tecza and Jim Cox on a Yamaha FJ600 from Nevada Yamaha for the F2 win; and Benny DeBaca, Joe Shelton and Craig Martin on their 500cc Interceptor for the second spot in F2. Third place finishers were Mangham and Burkler in F1 and the Scott Willock/Chuck Crawford team riding an RZ350 in F2.

Hicks handles SHR GP

By Tom Anderson

BRENTWOOD, CA, DEC. 2

Todd Hicks grabbed the early lead in Sand Hill Ranch's annual Grand Prix race, which was very foggy this year. Hicks held the lead for all 13 laps and Jimmy Clay (Yam) gave Hicks the only competition during the 45-minute-long race.

Daren Gallagher, Terry Roberts and Jeff Langdorf led the 125 Junior/Novice race, but no one could see the start; fog was at ground level as spectators waited at the scorebooth bend to see who was in the lead. Gallagher and Roberts were the first two to break out of the fog, but Danny Paladino worked past Roberts for the second. Roberts then spun around on the slick mud, giving Paladino a little more ground. Paladino moved closer to Gallagher, but never got by.

Rain began to replace the fog as the 250cc Junior/Pros took off. Steve Nauman (Hon) holeshot a full gate of riders followed by Rich Mythen, Jim Anderson and Kimo Casey (Hon). Anderson made a superb move on Nauman and Mythen taking the inside line around Chicken Coop corner as Casey closed in. Anderson then did a doughnut on top of Horsepower Hill, dropping to third. Nauman inherited the lead as Casey began getting squirrely on the downhill when his rear suspension went out. Mythen became the third leader and began to stretch his lead. Anderson took Nauman again on Chicken Coop corner for second place and then put the pressure on Mythen for the next 20 minutes as the clouds burst and dumped buckets of rain on the track. Anderson passed Mythen on the last lap and Nauman took a spill on a slick uphill.

By 3:00, Sand Hill, which has the reputation for racing "no matter what" was forced to cancel the highlight of the day — the team race.

Kehoe dominates 'Dunes supercross

By Chris Boice

VALENCIA, CA, DEC. 1

Team Honda's Erik Kehoe put in four fast, consistent rides today to take top honors in the 125cc and 250cc Pro classes. The clear, brisk fall weather brought out a star-studded field to compete on the well-prepared Shadow Glen supercross track.

A.J. Whiting took the lead at the start of the first 250cc Pro moto. Kehoe — riding his Kenn Bolle-sponsored Honda — got off to a slow start. He rapidly picked up the pace and began picking off riders as he moved through the pack. By the halfway point, Kehoe had passed Jeff Hicks, Russ Wageman, Willie Surratt and was putting heavy pressure on Ed Arnet. Kehoe slid under Arnet to take second just as Whiting landed short over the triple jumps. Kehoe then shot into a commanding lead and was not challenged for the rest of the moto. At the finish it was Kehoe in first with Arnet and Surratt coming in second and third.

Kehoe came flying off the line in the second 250cc Pro moto and held a solid lead throughout the race. There was a fierce battle for positions among Hicks, Arnet, Whiting, Mike Beier, Russ Wageman and Surratt. Arnet and Whiting battled lap after lap for second place, while Surratt and Wageman worked their way past Hicks and Beier. When the results were tallied, the overall win went to Kehoe, second to Arnet, and third to Surratt.

In the first 125cc Pro moto, Kawasaki pilot Billy Frank took the lead early; Kehoe got tangled up in the pack and went down in the first turn. He quickly remounted and began a furious charge from last place. Frank took the moto win, and the hard charging Kehoe worked his way through the entire field to finish in second place ahead of Ray Sommo.

In the second moto, Frank cleared the gate first, with Sommo and Kehoe in close pursuit. Frank pulled ahead of the rest of the riders in the early laps as Kehoe had trouble getting around Sommo's Kawasaki. Several laps later, Kehoe managed the pass and started reeling in Frank. By the midway point, Kehoe had passed Frank and took an easy overall win with Frank and Sommo rounding out the top three.

Results

80 BEG: 1. Harlan McLain (Kaw).
80 JR: 1. Lance Goodman (Kaw); 2. Brian Gipson (Yam); 3. Mark McDonald.
80 INT: 1. Brandon Sperling (Yam).
80 EX: 1. Kyle Lewis (Hon); 2. Shane Trittler (Yam); 3. Paul Ulach (Kaw).
125 BEG: 1. Wayne Simpson (Yam); 2. Alex Teno (Suz); 3. Jim Erisman (Hon).
125 JR: 1. George Vlach (Kaw); 2. Bobby Williams (Kaw); 3. Pekka Rajavyo (Kaw).
125 INT: 1. Mike Kriedowski (Kaw); 2. Kyle Lewis (Hon); 3. Alan Pierce (Kaw).
125 PRO: 1. Erik Kehoe (Hon); 2. Billy Frank (Kaw); 3. Ray Sommo (Kaw).
250 BEG: 1. Robert Fortier (Kaw); 2. Mike Graham (Hon); 3. Kirk Olson (Hon).
250 JR: 1. Greg Smith (Kaw); 2. Glen Watson (Hon); 3. Darrin Hoeft (Hon).
250 INT: 1. Kevin Fringer (Yam); 2. Loren Pochirowski (Hon); 3. Curt Farrar (Yam).
250 PRO: 1. Erik Kehoe (Hon); 2. Ed Arnet (Yam); 3. Willie Surratt (Hon).
500 BEG: 1. Davin Fajardo (Hon).
500 JR: 1. John Penny (Yam); 2. Scott Freeman (Hon); 3. Mike Hutton (Yam).
500 INT: 1. Chris Crandall (ATK); 2. Tim Bluth (Hon); 3. Marc Cummins (Hon).
OPEN PRO: 1. Mike Larson (ATK); 2. Phil Larson (ATK).

PHOTO BY CHRIS BOICE

Suzuki-mounted A.J. Whiting leads Ed Arnet in the 250cc Pro class during Saturday MX at Indian Dunes. Whiting eventually crashed.

Hall, Michlitsch Clarks Branch MX winners

By Clay Light

ROSEBURG, OR, NOV. 25

The final race of a three race AMA Fall MX series came to an end at Clarks Branch Raceway with national number holders Eric Hall (58) and Tim Michlitsch (96) taking the 125cc, 250cc and Open Pro classes on a soggy day. Hall won both 125cc Pro motos while splitting 250cc Pro wins with Radical Rodney Keller, but Hall took the overall. Michlitsch had an easy time topping both Open Pro outings.

Ryan Huffman (Kaw) landed holeshot honors in the 60cc B class, and the local terror topped the first muddy moto over Danny Ulven (Kaw) and Chuckie Standeford (Hon). The second moto also went Huffmans' way and the Roseburg Yamaha/Honda-sponsored rider went on to take the first 1-1 double moto blitz of the day over the 2-2 tally by Ulven and Standefords consistent 3-4 finishes.

The Pro classes were much more interesting, although the series was created with the Amateurs in mind. Hall wasn't fooling around when the 125cc Pros gated for their first muddy contest. Hall put his Marushin/Sun Products/Honda-support CR into the lead and flew away from the field. The only riders to keep Hall in sight were Grayson Hart (Kaw) and local Rick Gunderson (Yam). Hall put the pack to his mercy the second time out and demolished the 10-lap race to take an impressive 1-1 tally. Gunderson used his mud experience to nab second overall with a 3-2 on an '85 Yamaha with Hart going 2-3 for third. Suzuki-mounted Joe Spangler had a rough day and took fourth ahead of Kenny Olson (Kaw).

Michlitsch had the series in the bag and only had to finish to take the Open Pro title. He won the moto over Yamaha rider Dennis Sweeten. Sweeten rode well in a rare appearance in Roseburg and took second in both motos behind Michlitsch and ahead of Suzuki rider Grayson Hart.

Results

OPEN PRO: 1. Tim Michlitsch (Yam); 2. Dennis Sweeten (Yam); 3. Grayson Hart (Suz).
250 PRO: 1. Eric Hall (Hon); 2. Rodney Keller (Hon); 3. Tim Michlitsch (Yam).
125 PRO: 1. Eric Hall (Hon); 2. Rick Gunderson (Yam); 3. Grayson Hart (Kaw).
OPEN B: 1. Dean Johnson (Hon); 2. Gary Beyer (Yam); 3. Doug Eckelman (Yam).
250 B: 1. Ron Milligan (Hon); 2. Dennis Rotherham (Hon); 3. Rick Huffman (Hon).
125 B: 1. Troy Stewart (Yam); 2. Jeff Landrum (Kaw); 3. Jeff Peck (Kaw).
80 B: 1. Kevin Bussey (Kaw); 2. Darrin Clayton (Kaw); 3. Maonty Spaulding (Yam).
60 B: 1. Ryan Huffman (Kaw); 2. Dan Ulven (Kaw); 3. Chuck Standeford (Hon).
OPEN C: 1. Dana Schaffer (Hon); 2. Dale Rund (Hon); 3. Rob Lauver (Hon).
250 C: 1. Tom Pilcher (Kaw); 2. Greg Snyder (Yam); Bob McDaniel (Yam).
125 C: 1. Bill Kent (Hon); 2. Frank Pifferini (Kaw); 3. Sean Riesterer (Suz).
80 C: 1. Lance Holder (Yam); 2. John Feeley (Kaw); 3. Dan Ulven (Kaw).
60 C: 1. Travis Berry (Hon); 2. Jason Mathews (Yam); 3. Shawn Highland (Kaw).
WEE PEE WEE: 1. Mike Ulven (Yam); 2. Ben Stewart (Yam).
OT: 1. Bob Leach (Hus); 2. Charles Standeford (Mai); 3. Elmer Riemer (Hon).

Giesick routs Idaho Indoor ST

By Marty Gregory

CALDWELL, ID, NOV. 23 & 24

Braving the onset of winter in the Northwest, Todd Giesick bested determined racers in both the 250cc and Open Expert ranks to sweep Friday night's indoor short track opener in Caldwell.

Giesick called upon his trusty BSA track bike to put away local hotshoe Rod Reynolds in the first evening's Open Expert confrontation. Giesick grabbed the lead early-on and — despite pressure from Reynolds (Hon) and first year Expert Terry Anderson (Hon) — hung on to take his second main of the night. Earlier, Todd Giesick came through a tremendous battle with motocrosser Mark Hall (Yam) and John Colton (Kaw) to scoop up the 250cc Expert laurels as well.

In that 250cc main on Friday, Hall came out smokin' but was having a time trying to stay on the inboard side of the center of gravity of his YZ water-pumper MX bike. Giesick, meanwhile, was having a somewhat easier time of it aboard his custom-framed Honda short tracker and — when the time was right — motored by Hall to assume a lead he would

A couple of riders battle for positions at the Last Chance Turkey Race in Wyoming. Mark Hynes won the event.

not relinquish. John Colton put in a steady performance on his Kawasaki-powered machine by slipping through the carnage of the early laps to settle into a comfortable third position for his share of the bucks.

Saturday's Open Expert confrontation was all Ricky Henson (Yam). But Dean James put in a valiant effort aboard a very strong-running Can-Am/Rotax boomer. Rod Reynolds fell just as Giesick was coming inside during this race and was run over in turn one. Reynolds got back up and took third after Giesick had troubles in traffic. Reynolds took series high points among the Experts by virtue of his always-in-there finishes both nights.

Of course, the Owyhee MC's indoor short track is very big with local hopefuls and Al Russell Jr., aboard his ultra-trick water-cooled Yamaha. He made his dealer/daddy proud by showing nothing but rear tire to a pack of hungry 250cc Bs on Friday night. Russell didn't get the jump on Saturday, though, and left desert racer Henry Reimann on an IT175 to show 'em how it's done. Jerry Thompson (Hon) went two-for-two in the Mini Expert ranks beating James Cyr (Kaw) both nights. Other riders, sweeping their class both nights, included Jeff Russell (Yam) in the 250cc Intermediates, Denny Feigenspan (Hon) in the Open Intermediates and the brothers Irby, Jon and Jeff, in the 125cc B and Expert ranks.

Results

FRIDAY, NOV. 23

PEE WEE: 1. Jason Smith (Yam); 2. Butch Kingston (Yam); 3. Travis Ingle (Yam).

MICRO: 1. Jason Rich (Kaw); 2. Jason Gale (Yam); 3. Scott McPherson.

MINI B: 1. Jason Newhouse; 2. Matt Patterson; 3. Richie Reynolds (Suz).

125 B: 1. Jon Irby (Kaw); 2. Kelly Macy (Hon); 3. Curtis Smith.

250 B: 1. Al Russell Jr. (Yam); 2. Joey Smith; 3. Henry Reimann (Yam).

OPEN B: 1. Steve Higgins; 2. Scott Knodell (Hon); 3. Del Macy (Hon).

SATURDAY, NOV. 24

PEE WEE: 1. Casey Anderson (Yam); 2. Butch Kingston (Yam); 3. Ben Newby.

MINI EX: 1. Jerry Thompson (Hon); 2. James Cyr (Kaw); 3. Mike Harris (Kaw).

125 EX: 1. Jeff Irby (Kaw); 2. Pete Keller (Hon); 3. Mike Hon (Yam).

250 INT: 1. Jeff Russell (Yam); 2. Paul James (C-A); 3. Denny Feigenspan (Hus).

250 EX: 1. Todd Giesick (Hon); 2. Mark Hall (Yam); 3. John Colton (Kaw).

OPEN INT: 1. Denny Feigenspan (Hon); 2. Gary Bonney (Hon).

OPEN EX: 1. Todd Giesick (BSA); 2. Rod Reynolds (Hon); 3. Terry Anderson (Hon).

MINI EX: 1. Jerry Thompson (Hon); 2. James Cyr (Kaw); 3. Mike Harris (Hon).

MICRO: 1. Jason Rich (Kaw); 2. Scott McPherson; 3. Jason Gale (Yam).

MINI B: 1. John Newhouse; 2. Richie Reynolds (Suz); 3. Matt Patterson.

125 B: 1. Jon Irby (Kaw); 2. Kelly Macy (Hon); 3. Sam Baker.

250 B: 1. Henry Reimann (Yam); 2. Richard Dooms; 3. Howard Yordy.

OPEN B: 1. Bob Ballard (Hon); 2. Scott Knodell (Hon); 3. Steve Higgins.

OLD DUFFERS: 1. David Waynett (C-A); 2. Lonny Bly (Yam); 3. Glenn Murray (Hon).

125 EX: 1. Jeff Irby (Kaw); 2. Pete Keller (Hon); 3. Darrell Murphy.

250 INT: 1. Jeff Russell (Yam); 2. Paul James (C-A).

250 EX: 1. Terry Anderson (Suz); 2. Todd Giesick (Hon); 3. Kelly Perkins (Hon).

OPEN INT: 1. Denny Feigenspan (Hon); 2. Roger Slack (Yam); 3. Gary Bonney (Hon).

OPEN EX: 1. Ricky Henson (Yam); 2. Dean James (C-A); 3. Rodney Reynolds (Hon).

Zirbel zooms at Woodland TT

By Clay Light

WOODLAND, WA, NOV. 24

Marty Zirbel made shambles of the Woodland TT scrambles program at Woodland Raceway today. Zirbel won the 125cc class as well as dominating the Open Four-Stroke races. Mike Sullivan came down from Centralia to stormtroop the Open class, as he has for the past three races in a row, to continue his domination on his 480 Honda.

Ten finalists lined up for battle in the 250cc class. Jim Servo (Hus), Todd Gary (Kaw) and Clay Light (Yam) led in to tight turn one. The first turn was a one-liner, and many were aced out. Servo, Terry Willaims (Yam) and Brian Rinkel (Suz) made up the order at the finish of the first moto. The second time out had Williams do a number on Servo to take the win and both would go into the final in a deadlock for first. Servo got the holeshot and took it the rest of the way for a 1-2-1 first overall to beat Williams (2-1-2). Gary's 4-4-3 tally was good for third.

Mike Sullivan outrode his nine rivals to nab the first of three Open motos over early leader Darryl Staples (Yam) and motocrosser Kyle Hall (Hon). Sullivan found himself showered by Hall's rear wheel in the second go-'round and rode like a madman to catch and finally displace Hall for the lead. Staples took a third and Honda rider Larry Sause finished fourth. The final race saw Sullivan crash, which caused a restart, but on the second try it was Sullivan in sole command. Hall mounted a charge but couldn't keep up with Sullivan, who took a clean sweep going 1-1-1 to beat Hall's 2-2-2 and the 5-4-3 tally of AMA Novice Rick Mscichowski (Yam).

The day's most exciting race was in the Open Four-Strokes. Zirbel launched his Chaneys Auto/Adams Cycle/Kinish Yamaha TT500 into a large lead, Ryan Fisher (Yam 500) in the runner-up spot in each of the three outings. Dan Kirk grabbed the scratch in the second race, but Fisher took over until Zirbel launched himself off the TT's jump and into command, storming to the win over Fisher and Kirk. The final saw Zirbel take it all the way to home plate for a 1-1-1 score to beat the 2-2-2 of Fisher and the 4-4-3 of Sause.

Results

OPEN 4-STK: 1. Marty Zirbel (Yam); 2. Ryan Fisher (Yam); 3. Larry Sause (Hon).

OPEN A: 1. Mike Sullivan (Hon); 2. Kyle Hall (Hon); 3. Rick Mscichowski (Yam).

250 A: 1. Jim Servo (Hus); 2. Terry Williams (Suz); 3. Brian Rinkel (Suz).

125 A: 1. Marty Zirbel (Hon); 2. Todd Gary (Kaw); 3. Lance Rudge (Kaw).

80 A: 1. Becky Puschow; 2. Lance Rudge (Kaw).

PEE WEE A: 1. Ryan Anderson (Kaw); 2. Arric Staples (Hon).

PEE WEE: 1. Trevor King; 2. Mike Felty (Yam).

Vohland lands Marysville MX victory

By Troy Scott

MARYSVILLE, CA, NOV. 25

At the start of the 125cc Pro race, Brad Harrison led for nearly an entire lap, before he pitched his Kawasaki away in a mean, bone-jarring crash. Luckily, he came out of it okay. After the crash, Kelly Andrif inherited the lead followed by Tyson Vohland and Rodney Harriger. Vohland quickly passed Andrif for the lead, while Harriger started to pressure Andrif and eventually took second. Andrif then went a little wide in a rough turn letting Dave "Two-Door" Coupe by.

As the moto wore on, the positions didn't change. Midway through the race, Vohland had an 11 second lead on second- and third-place riders Harriger and Coupe. With nothing ahead of him but track, Vohland proceeded to reel off the fastest lap times of the day at 2:27:97.

When the moto ended, Vohland had a 28 second lead ahead of Harriger and Coupe for third.

Vohland switched to Kawasaki's Race Support team two days prior to today's race and is planning on riding next year's Nationals aboard his new green machine.

In the 500cc Pro class, Honda-mounted Eric McKenna nabbed the holeshot followed by Allen Berluti and Rick Luther. As McKenna increased his lead by 10 seconds, Berluti and Luther put on the pressure. As the race progressed McKenna put 22 seconds between the second and third place riders. The three finished in that order.

The 500cc Intermediate action saw Mike Brown take the holeshot aboard an '85 Honda followed by Jim Dallara and Suzuki-mounted Tony Shipman. As Shipman started pressuring Dallara, the two went side by side into the next three turns, Shipman finally slipped by Dallara going through a water hole. Then Shipman set his sights and started to catch the first place rider, Brown. However, Shipman couldn't get close enough to make a pass. When the race expired, it was Brown for first, Tony Shipman second — netting him the overall — and Dallara third.

Results

500 PRO: 1. Eric McKenna (Hon); 2. Ron LaPoint (Hon); 3. Allen Berluti (Yam).

250 PRO: 1. Dave Coupe (Hon); 2. Tyson Vohland (Kaw); 3. Rick Luther (Hon); 4. Rick Woodson (Suz).

125 PRO: 1. Tyson Vohland (Kaw); 2. Rodney Harriger (Kaw); 3. Dave Coupe (Kaw).

500 INT: 1. Tony Shipman (Suz); 2. Mike Brown (Hon); 3. Jim Dallara (Hon).

500 JR: 1. David Pyle (Yam); 2. Stan Harris (Hon); 3. Robert Berhouet (Hon).

250 JR: 1. Mark Pouimis (Suz); 2. Richard Polli (Hon); 3. Gino Chiappi (Hon).

250 INT: 1. Scott Myers (Yam); 2. Chris Dias (Hon); 3. Kevin Knox (Suz).

125 INT: 1. Matt Gibb (Hon); 2. Jon Willard (Suz); 3. Sean Lollar (Suz).

125 JR: 1. John Pearson (Kaw); 2. Duryle Yount (Kaw); 3. Pete Goundry (Hon).

125 NOV: 1. Jimmy Taylor (Hon); 2. Mark Fain (Kaw); 3. Bob Austin (Suz).

VT: 1. Steve Ferroni (Yam); 2. Buzz Presser (Yam); 3. Bob Dunn (Hon).

VJ: 1. Jon Loper (Hus); 2. Roy Thompson (Suz); 3. Don Lockrem (Suz); 4. Mike Gildersleeve (Mai).

80 PRO: 1. Chris Neal (Kaw); 2. Tallor Vohland (Kaw); 3. Steven Kamson.

80 INT: 1. Steven Hunter (Kaw); 2. Obie Leff (Yam); 3. Ian Leff (Yam).

80 BEG: 1. Kevin McGuire (Kaw); 2. Vince Caranella (Kaw); 3. Kurt Buttles (Kaw).

80 JR: 1. Grant Michaelson (Kaw); 2. Bret Hamilton (Kaw).

Hynes wins ninth annual Last Chance Turkey Race

By Roger Dowden

LARAMIE, WY, NOV. 18

For the first time in its nine-year history, the cross country Last Chance Turkey Race was run on a course free of snow. Mark Hynes and his KTM 250 took advantage of the great weather and captured the win.

A LeMans-type start got things going with Fritz Kadlec — on a 500cc Husqvarna — taking the early lead. Close in pursuit after the first mile was Hynes. As the course entered the mountains, Jim Thompson on a 400cc Husqvarna passed Hynes for second. Rick Milones and his 430cc Husky, started to pressure Hynes for the number three spot before taking a dive off a narrow trail and into a canyon which left Jamie Burgess and Richard Staley (both on 250cc KTMs) to motor on by and dog Hynes. At the first checkpoint, the two leaders were involved in a tough duel while pulling away from the rest of the pack.

Midway through the first lap, Rick Robinson started to feel the benefits of a great ride by catching up to Hynes on his XR250 Honda. Once on Hynes' rear fender, the third and fourth-place riders picked up their pace and started to reel-in Kadlec and Robinson. By the end of the first lap, the top four riders were inches of each other. However, just before the end of the first lap, Robinson crashed hard, shattering his goggles and shoulder pads, and generally dampening his enthusiasm.

Kadlec pitted at the start/finish to fix a flat tire. Five minutes later, he was again on his way only to suffer another flat within a few miles. That was enough for Kadlec, and he called it a day.

Thompson led the second lap to checkpoint three, where he too was blessed with a flat. Hynes then passed for the lead and managed not to get a flat to take the win.

Jamie Burgess, who was a distant second, was passed on the third lap by John Blythe, who was riding a 250cc KTM. Milones caught and passed Burgess early in the fourth lap and then passed Blythe only a few feet from the finish for second.

Results

1. Mark Hynes (KTM); 2. Rick Milones (Hus); 3. John Blythe (KTM); 4. Jamie Burgess (KTM); 5. Brian McKenna (Hon); 6. Jack Williams (KTM); 7. Mark Belfast (Hon); 8. Ric Robeson (Hon); 9. Richard Staley (KTM); 10. Dan Turner (Suz).

PHOTO BY MIKE GILLIES

Sammy Rameriz (21) and Mike Fowler dice in the 250cc Intermediate class at DeAnza. Fowler DNFed the first moto and won the second.

Maddux motors to Intermediate win at DeAnza

By Mike Gillies

SUNNYMEAD, CA, NOV. 24

Honda-mounted Kenny Maddux topped the 250cc Intermediate Class today at DeAnza Cycle Park, putting a 1-2 score on the board to beat Yamaha of Redlands' Sammy Rameriz.

Maddux led the pack through the first turn in round one followed by Mike Fowler (Yam), Michael Edson (Hon), Rameriz and Reed Mayne (Hon). Maddux and Fowler set a blistering pace for the first few laps, while Ramirez found a hot line around Edson for third. Edson retaliated by pressuring Rameriz for the next three laps and finally passed him. Fowler put the move on Maddux on the fifth lap, but he crashed shortly after taking over the lead and couldn't finish the moto due to mechanical woes. This put Maddux in fine shape for a first moto 15-second-lead win. It looked like Edson had a strong second wrapped up, but three laps from the finish, he crashed and gave it to Rameriz. Mayne was third, while Keith Whitlock (Hus) finished fourth.

Maddux charged to a second moto holeshot, while Rameriz, Fowler and Edson watched from behind. Fowler passed Rameriz on lap three, Maddux a lap later, and then disappeared. Rameriz applied pressure to Maddux for half the moto, then fatigue set in and Maddux slipped away. Fowler bobbled on lap nine, letting Maddux and Rameriz by, but Fowler soon regained his composure and passed both riders back. Fowler went on to win the moto ahead of Maddux, Rameriz and Edson, with the distinction of being the only Intermediate not to be lapped by the 250cc Pro winner, Suzuki's Mike Healey.

Maddux's 1-2 earned him first overall, while Rameriz's 2-3 placed him second over Edson's 5-4. Whitlock landed fourth with a 4-5 to beat Mayne's 3-6. Fowler's DNF-1 netted him sixth.

Results

MINI BEG: 1. Scott Martin (Yam); 2. Ben Phalen (Kaw); 3. Todd Smith (Kaw).
MINI NOV: 1. David Smith (Yam); 2. Brian Sanchez (Kaw); 3. Don Clark (Yam).
125 BEG: 1. Ed Vitelli (Suz); 2. Ron Schaffer (Hon); 3. Michael Lupien (Hon).
125 NOV: 1. Roy Bloodworth (Suz); 2. Randy Noriega (Suz).
250 BEG: 1. Doyle McNatt (Yam); 2. Steve Baker (Yam); 3. Fred Windum (Yam).
250 NOV: 1. Rob Carpenter (Yam); 2. Greg Traver (Hon); 3. Darryn Ruzicka (Hon).
250 INT: 1. Kenny Maddux (Hon); 2. Sammy Rameriz (Yam); 3. Michael Edson (Hon).
250 EX: 1. Mike Carlo (Yam).
250 PRO: 1. Mike Healey (Suz); 2. Mark Decker (Yam); 3. Willy Musgrave (Hon).
OPEN BEG: 1. Leo Masterson (Hon); 2. Steve Fisher (Hon); 3. David Autry (Hon).
OPEN INT: 1. Tony Kirkpatrick (Hon).
OPEN PRO: 1. Danny Paulson (Kaw).
JR VET: 1. Billy Traver (Hon); 2. Michael Langness (Hon); 3. Ken Scovill (Suz).
INT VETS: 1. Dave Wetherford (Hus).

Thompson, Cannon double trouble at Corona flat track

By Elaine Jones

CORONA, CA, NOV. 18

Those riders that were on hand Sunday night saw a track they will more than likely never see again. A combination of some very light rain, offset race cars with big wide wheels and some very cold nights made a track that was like a super highway with a cushion and lines everywhere — the track was extremely fast.

Roger Thompson and Curtis Cannon went heads up three times during the night and it was Thompson in two out of three. Their first meeting was on the short track in the Open Expert where Thompson got the holeshot with Cannon and Ken King in the two, three slots. The positions never changed. When the Open Money short track rolled to the line, it looked to be an instant replay with Thompson getting off on top and Cannon in second. Cannon rode smartly staying right on Thompson's exhaust pipe and waiting until the 11th lap to make his move. Thompson went high and that was all Cannon needed to slip underneath and take over the lead. With four more laps to go, Cannon made no mistakes and came up with the win. Thompson was second and Dean Brooks came up with the third.

The Open Money half mile again had the same cast of characters and a slight change in the script. At the drop of the green it was Brooks out on top with Cannon second, Thompson third and King fourth. Brooks' turn out in front was short lived as both Cannon and Thompson got by him on the second lap. Now it was time for Cannon to lead the way and let Thompson play catch up. Cannon established quite a lead, but as the laps dwindled down, so did the space between the two riders. As they came down the front straight on the 13th lap, Thompson put the power to the Harley and powered by Cannon to take over the lead. With two laps to go all Cannon could do was follow him home. Again it was Brooks in the third slot.

John Penner, in his first night as an Amateur, came out with both guns blazing and went home with wins in the short track and half mile. Ken Barrow took the honors in the NSOTHG on the half mile and Dustin Skalski topped the Pee Wees.

Results

SHORT TRACK
PEE WEE: 1. Dustin Skalski (Yam); 2. Willie Hinkle (Yam); 3. David King (Yam).
OPEN NOV: 1. Marti Moore (Yam); 2. Lyle Dove (Yam); 3. Mark Bailey (Suz).
OPEN AM: 1. John Penner (Yam); 2. Richard Shroeder (Yam); 3. Rusty Gaita (Hon).
OPEN EX: 1. Roger Thompson (H-D); 2. Curtis Cannon (Yam); 3. Kenny King (Yam).
OPEN MONEY: 1. Curtis Cannon (Yam); 2. Roger Thompson (H-D); 3. Dean Brooks (H-D).
HALF MILE
NSOTHG: 1. Ken Barrow (Yam); 2. George Hinkle (Yam); 3. Don Meiner (Yam).
OPEN NOV DIV I: 1. Andy Dodge (H-D); 2. Lyle Dove (Yam); 3. Ricky Stecyk (Yam).
OPEN NOV DIV II: 1. Marti Moore (Yam); 2. Walt Bell (Yam); 3. Mark Bailey (Suz).
OPEN AM: 1. John Penner (Yam); 2. Don Meiner (Yam); 3. Richard Schroeder (Yam).
OPEN EX: 1. Kenny King (Yam); 2. Jim Kesler (Yam); 3. Shaun Larkin (W-R).
OPEN MONEY: 1. Roger Thompson (H-D); 2. Curtis Cannon (Shell); 3. Dean Brooks (H-D).

Skinner scoots to Burleson MX win

By Beverly Carrizales

BURLESON, TX, NOV. 25

Despite heavy rains Saturday night and Thanksgiving dinners loading everyone down, there was a good crowd today at Burleson MX Park. Water on the track caused a late start for 225 brave souls that mustered for practice. By the start of the first moto, though, everyone seemed pleased with the track conditions.

In the 125cc Intermediate class, Dave Skinner hammered a first place finish on his Yamaha in the first moto but came up one shy in the final round. Chris Retra and his mighty Honda were the culprits in stealing the show from Skinner: It was a fierce battle that included Kawasaki-mounted Robert Reed which ended very closely. Retra's fourth place finish the first moto wasn't enough to top Skinner, who walked away with the overall win.

The heavily contested 250cc Intermediate class saw Brad Crane — on a Honda — take the first place finish with Rodney West riding for Cycle Dynamics in close pursuit at the end of round one.

In round two, Bart Wadlington grabbed the holeshot; West made a daring pass on the outside in a turn for a semi tough 2-1 tally. Crane came from a distant fourth place about midway through the race to finish second only a few feet from the win but still a more than respectable 1-2.

In the 125cc Expert class, Dennis Daft — also riding his Kawasaki for Team Green, Malcolm Smith and Scott — tore up the track for a clean sweep. Dennis Hawthorn (Team Green, Team Tamm and Auto Europe) showed signs of an ensuing battle but time ran short and the checkered flag snuffed all of his hopes.

Results

MICRO: 1. S. Olson; 2. J. Long; 3. C. Crider.
TEENY MINI: 1. J. Gonzales.
MINI JR: 1. W. Bowden; 2. D. Carter; 3. D. Fletcher.
MINI SR: 1. R. Owens; 2. M. Rainwater; 3. J. Maynard.
125 NOV A: 1. S. Schambacher; 2. D. Beleu; 3. J. Adams.
125 NOV B: 1. M. Abbott; 2. T. Anderson; 3. J. Teague.
250 NOV: 1. M. Johnson; 2. S. Freeman; 3. M. Vester.
OPEN NOV: 1. J. Acklen; 2. T. Cruce; 3. S. Crews.
80 BEG: 1. E. Holcomb; 2. T. Malone; 3. B. Morane.
125 BEG A: 1. J. Brown; 2. J. Davis; 3. C. Martin.
125 BEG B: 1. R. Holder; 2. C. Payne; 3. M. Kline.
250 BEG: 1. D. Ray; 2. T. Heemsbergen; 3. B. Young.
0/30 NOV: 1. J. Densmore; 2. A. Williams; 3. T. Carter.
0/30 INT: 1. D. Leatherwood; 2. M. Young; 3. S. Moore.
0/30 EX: 1. C. Williams; 2. R. Olson; 3. R. Long.
125 INT: 1. D. Skinner; 2. C. Retra; 3. R. Reed.
250 INT: 1. R. West; 2. B. Crane; 3. B. Wadlington.
125 EX: 1. D. Daft; 2. D. Hawthorn; 3. B. Carrizales.
250 EX: 1. K. Elliff; 2. D. Lane.

Bostard, Anderson steal Sand Hill Ranch win

By Tom Anderson

BRENTWOOD, CA, NOV. 25

Winter racing was great at Sand Hill Ranch today, with Terry Bostard and Jim Anderson taking the big wins.

Brent Patterson and his Honda took the lead in a 125cc/250cc/Open Intermediate combined class, while Terry Bostard, now aboard a 125cc Kawasaki for Concord Kawasaki, started fourth among the 12 riders and moved into the lead by the halfway point.

Moto two saw hard riding Ron Day jam into the lead, but Bostard's Kawasaki kept on his rear fender and made the pass on lap three. The duel continued as Day went outside and Bostard held the inside line. In lap four Larry Jackson's 250cc Honda moved to second but wasn't able to catch Bostard.

Allen Silhanek was back in the 250cc Pro class for the first time after a broken leg. Jim Anderson led the first lap with Malcolm Smith rider Silhanek, in second. Silhanek rested and came back for the holeshot in moto two. Anderson started back in the pack and moved to second. He began pushing Silhanek as the moto progressed and eventually took the win.

The riders in the Open Pro class were getting dialed in for the upcoming Golden State Series. Mike Mythen and Joey Schlagg duked it out in moto one as Schlagg from Contra Costa Honda, took the lead. John Wells and Jerry Brandt (Concord Honda) diced for third and fourth. Wayne Archer (Berkeley Yamaha) moved up to separate the two and finally got by Brandt. Schlagg took the checkered both motos.

Poovey sweeps Pro-Am ST in Ardmore

By M. Orr

ARDMORE, OK, NOV. 17

Three heats of Pros and former Pros lined up for the Indoor Pro-Am races at Hardy-Murphy Coliseum in Ardmore, Oklahoma, and brought the sparse crowd out of their seats more than once with a fantastic show. The large arena made for fast riding with good passing and hotly contested races all night.

Heat one got off the line and Scott Adams took the lead. Charlie Orr was

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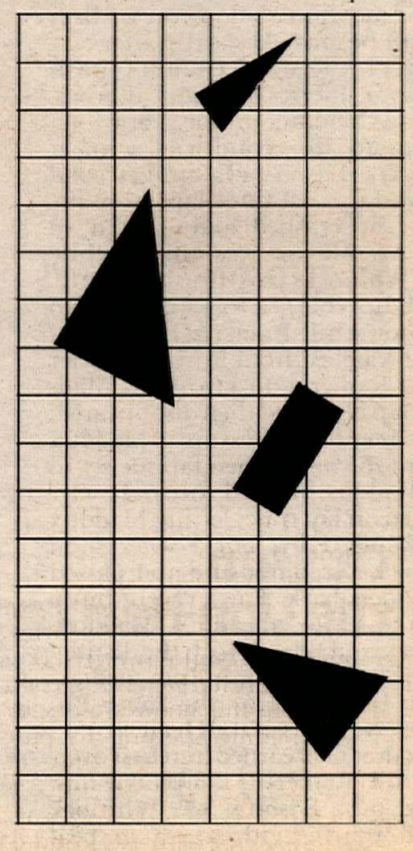


can-am Action

This is the year!

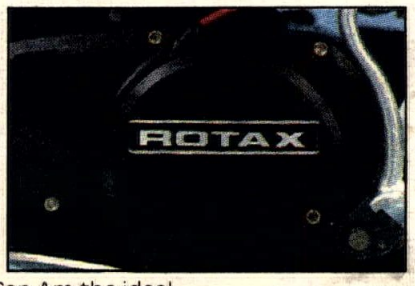
Can-Am the Lion-Hearted

A lot has happened in the thirteen years there have been Can-Am motorcycles. The capture of Bonneville land speed records. The 1-2-3 finish in the 1975 National 250 Motocross Championships. Jimmy Ellis' incredible Supercross sweep in 1976. Can-Am's enviable collection of ISDE gold.

And it goes on! With new ISDE gold from Geoff Ballard, who also happens to be one of three Can-Am mounted National Hare Scrambles champions. With NETRA and THPTRA titles. A D-37 Overall Desert Racing crown. Three National Enduro titles in Canada. As well as a Pro Formula 2 road-racing championship.

At the heart of all these Can-Am successes you find the same awesome device. A Rotax engine. Rotax has the ability, year after year, to extract amazing power from a given displacement. That's why it's the engine of choice for serious go-kart racers, TT riders and Formula 250 roadracers around the world.

But what is truly amazing is that Rotax achieves this performance while delivering a level of reliability only dreamt of by other manufacturers.

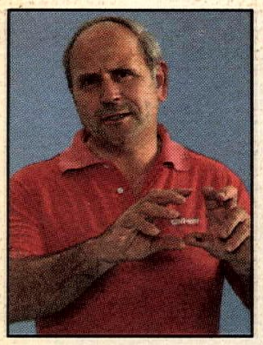


This unique combination helps make Can-Am the ideal privateer's bike: a powerplant whose output has been carefully shaped to deliver maximum performance for the competition at hand, without the frequent repairs and rebuilds some engines find necessary.

Other motorcycle makers look with envy at Rotax. Many would like to own it.

Can-Am already does.

"If I could personally test every Can-Am we ship, I'd be happy"



Twice World 500cc MX Champion Jeff Smith is Can-Am's product manager

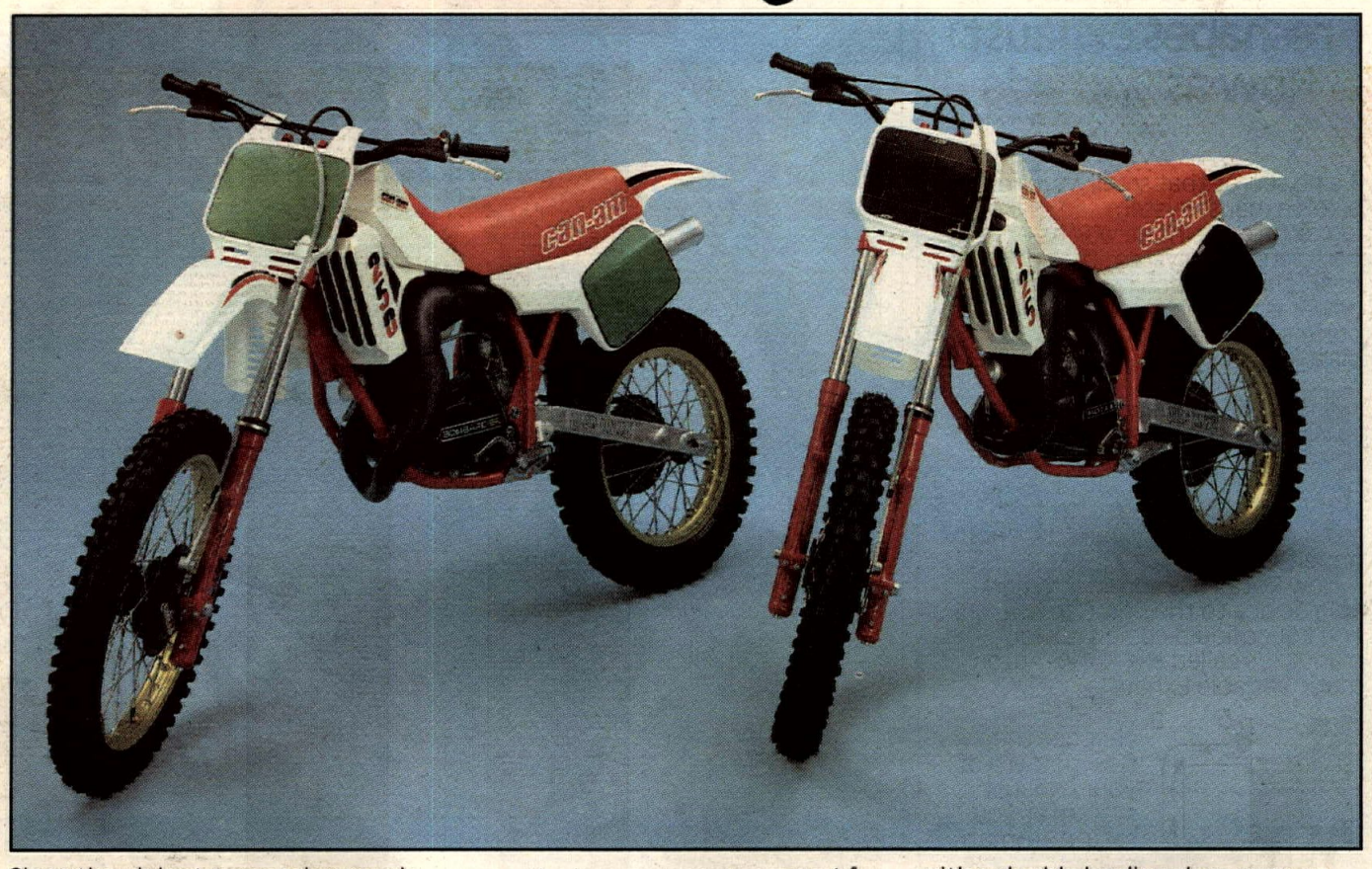
"In any kind of motorcycling endeavor, development is everything. You must continually strive to be better and faster."

"For most motorcycle builders, that development goes in fits and starts. Because, when mass production begins, problems that haven't been solved must live on until next year."

"Because every Can-Am is virtually hand-made by the craftsmen at Armstrong in England, we have something of an advantage in this area. Development goes on as it must, continuously. Whether it's knowledge gained from our extensive test-riding program or through tough competition, when we find something we can make better, we do it. Then."

"We don't build many Can-Am motorcycles each year. But what we do build, we build well!"

This is the year!



Since the violent suspension revolution of the late '70s, the pace of 125 and 250cc motocross development has slowed. Every year riders get a little faster. Bikes get a little better. It's a kind of inevitable evolution.

What's been going on at Can-Am, on the other hand, is heavy-duty evolution. With each bike now hand-built by British craftsmen and Can-Am designers freed from long production deadlines, the climate for development is ideal. And this year, the improvements are truly impressive.

Performance of both the Can-Am 125 MX and 250 MX engines has been increased dramatically with the new R.A.V.E. automatic variable exhaust port from Rotax. A new seat/tank combination allows a lower center-of-gravity for the fuel and a further-forward cornering position for the rider. Both the front and rear brakes have been revised for better stopping power with a double leading shoe arrangement up-front on the 250 MX.

The alloy swingarm is longer for better high speed stability. The new airbox gives increased volume.

And Can-Am's Quad Link rear suspension system has been revised to give an easier ride all 'round.

Yet, with all this change for the better, Can-Am MX-ers still do what they've long done best: promise, and deliver, rock-solid reliability.

New TT head makes more thump than ever!

The way to build the best motocross bike is pretty obvious. Put the best engine in the best chassis.

As expected, this rule holds true for 4-stroke motocrossers as well. Can-Am has the proof.

Behold the Can-Am 560 Sonic MX! Its tough, lightweight Reynolds 531 frame is hung with loads of attractive new hardware. Dual leading-shoe front brake. A compact, new exhaust system. Massive 5.50 x 18 Metzeler rear knobby. And Can-Am's superb new Quad Link II rear suspension.

Now, think! What's the fastest, most successful 500cc 4-stroke engine on the dirt? None other than the Rotax dirt-track TT engine. This powerplant and the Sonic MX engine share the same roots.

Now they share a lot more. Like the same large-valved, charge-flowed cylinder head. And the elimination of the engine counter-balancer for whiplash throttle response.

The best chassis. The best engine. Guess what that makes the Can-Am 560 Sonic MX!

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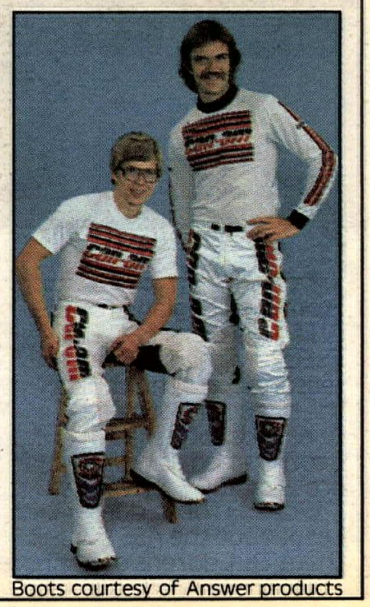
MORE FIREPOWER FOR THE OPEN-CLASS WARS

The explosive Can-Am 500 MX has an arsenal of new features that help make it mightier than ever. More horsepower from its reliable Rotax reed-valve engine. Double leading-shoe front brake. A fat Metzeler 5.50 x 18 rear knobby. Can-Am's new Quad Link II suspension. A bigger gas tank mated to a longer seat that allows a better rider position for tight cornering. And to help keep the front wheel within 90 degrees of the horizon.

Martin and Ballard have often been clean, but never this neat!

Having a clean scorecard or finishing 1-1 is what it's really all about. But looking great while you're doing it definitely runs a close second. John Martin (nylon mesh racing pants with Can-Am T-shirt) and Geoff Ballard (satin-finish Antron pants with Can-Am jersey) demonstrate a couple of ways to go about it.

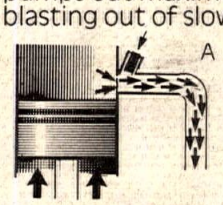
Your Can-Am dealer has lots more including hats, gloves, jackets; even a canvas Can-Am duffel bag.



Boots courtesy of Answer products

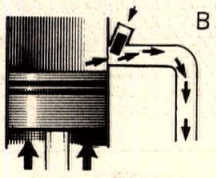
New R.A.V.E. valve from Rotax reshapes exhaust flow as you ride

It's no secret that small changes in a bike's exhaust system can make a big difference in the way its engine performs. The system that delivers peak, charging-down-a-straight power is not the same system that pumps out maximum torque for blasting out of slow corners.



That's why most bikes come with a middle-of-the-road pipe: not ideal at top speed, but not hopeless at low.

Now Rotax has added a remarkable device to the new Can-Am 125 and 250cc liquid-cooled powerplants. It's called the Rotax Automatic Variable Exhaust.



R.A.V.E. changes the flow pattern of your exhaust system as you race. Automatically.

At high engine speeds (FIG. A), R.A.V.E. offers the high-volume and effective extraction properties of a peak power system.

At lower engine speeds (FIG. B), a guillotine valve, mounted in the port and activated by exhaust pressure, progressively closes to help maintain the flow velocity necessary for good extraction.

R.A.V.E. is a highly effective, yet remarkably simple device. And there lies its advantage over other designs. There are no complicated linkages to break, no delicate mechanisms to carbon up.

Simply excellent performance. At any engine speed.

CAN-AM TAKES THE UNDER-200cc CLASS TO THE LIMIT!

Meet the 200 ASE from Can-Am, a new enduro bike that is going to create a significant balance-of-power swing in the ongoing class struggle!

The Can-Am 175 ASE was an exceptional bike. But, every time they competed on it, Can-Am riders were giving away 25cc to the class limit.

The new Can-Am 200 ASE puts an end to all that unfairness. Those extra 25cc's are no ordinary cc's. They're from Rotax. And they were produced, not by opening out the old 175, but by sleeving the oversquare, rotary-valve 250. The result is an engine that is incredibly strong, as well as impressively powerful.

Handling has been improved too, with the new Quad Link II rear suspension and a lighter, alloy swingarm.

In the toughest woods sections or the fastest hare scrambles, Can-Am's new 200 ASE is going to make a big difference. In greater rider comfort, in lower point scores. And in results columns all across the country.

IS NEW QUAD LINK II THE LAST WORD IN RISING RATE SUSPENSION?

The ideal dirt bike suspension should react perfectly to everything from ripple bumps to stutter bumps to whoops... to absorbing the force of a high altitude landing.

Working with just a few inches of suspension travel and some neat tricks of lever mechanics, the best any real suspension can do is cover that part of the surface deflection range the designer thinks is most important.

Take some other popular suspension designs. They're Real Comfortable on lesser bumps but "look out below" when you land a jump.

On the other hand, last year's Can-Am suspension was built to swallow almost any landing short of atmosphere re-entry.

Now, new Quad Link II offers the best of both worlds: exceptional rider comfort and heavy-duty disaster protection.

It's on every new Can-Am motocross and enduro bike. And it will make a noticeable difference wherever you ride.

QUAD LINK II

The ASE's from Can-Am just keep getting better

From New England forests to California deserts, Can-Am ASE's have had an impressive season across the country in the hands of both factory riders like John Martin and Geoff Ballard as well as hundreds of 100% privateers.

What all those riders liked best about the ASE's is still there. But dozens of improvements have been made that will make ASE performance even better.

Some of them you can see just looking at the bikes. Air-deflector wings and porcupined cylinder fins for better cooling. Answer products muffler/spark arrestor for improved exhaust efficiency. New alloy swingarm for less unsprung weight.

But there's a lot more you notice when you ride these bikes. The gentle but positive action of the new Quad Link II rear suspension. The confidence-building power of the double leading-shoe front brake on the 500 ASE. The improved comfort and cornering potential of the new seat/tank combination.

All these things make the new ASE's better ASE's. But they've still got what Martin and Ballard and every other Can-Am rider likes best: the kind of bedrock reliability that lets you compete every weekend without a teardown every other week.

Rotax reliability. It's the heart of these new Can-Am ASE's. And the logic behind your next successful season.

How to turn the deepest woods into a motocross track

The Can-Am liquid-cooled 250 ASE L/C is the ultimate in built-to-win enduro machinery.

It is, in effect, a motocross bike with a few refinements to make it suitably civilized in the woods — 6-speed gearbox, medium-weight flywheel, odometer, lights and an Answer products low-restriction spark arrestor/muffler.

The 250 ASE L/C is available only on special order from your Can-Am dealer.

When you get it, you roll it straight out of the box and into battle. And the only extra you'll have to buy is the trophy case.

Two world-famous engines inspire two new trials bikes

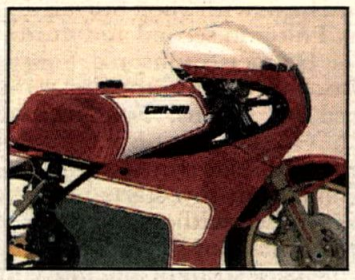
A winning trials engine must deliver exactly the performance the rider calls for, at any speed, pulse by pulse. Two of the best such engines in the world are built by Can-Am's own Rotax division. So Can-Am has designed a pair of bikes that will use the Trials 240 and the "Jumbo" 350 to the peak of their potential.

With their light weight, fine balance, rugged durability and surgically precise performance, the new Can-Am 240T and 350T have everything it takes to win. Except you.

CAN-AM WINNING FORMULA

Winning equals talent, plus a hefty dose of technology. Nowhere is this more true than in Formula 250 road-racing. And in Formula 250, Can-Am packages the technology that's winning the world. It's called the 250RR and awesome is too sissy a word for it.

Its power comes from Rotax. Rotary-valved, liquid-cooled, dual contra-rotating crankshaft exotica. Its handling and performance come from superb design. Including a frame fabricated from carbon fiber that is amazingly strong, incredibly light (7 lbs.) and appropriately expensive.



If you have the talent (and the sponsor) necessary to win in Formula 250, see your Can-Am dealer. And stock up on the right technology.

TECHNICAL DATA

	MX SERIES				ASE SERIES						
MODELS	**125 MX L/C**	**250 MX L/C**	**500 MX**	**560 SONIC MX**	**200 ASE**	**250 ASE**	**250 ASE L/C**	**500 ASE**	**240 TRIALS**	**350 TRIALS**	**250 ROAD RACER †**
ENGINE											
DISPLACEMENT	123.7 cc liquid cooled	248 cc liquid cooled	482.3 cc air cooled	562.1 cc air cooled four-stroke	199.3 cc air cooled	248.4 cc liquid cooled	248 cc liquid cooled	482.3 cc air cooled	234 cc air cooled	349 cc air cooled	247.3 cc inline twin
BORE	54 mm	72 mm	85 mm	89 mm	64.5 mm	72 mm	72 mm	85 mm	72 mm	82 mm	54 mm
STROKE	54 mm	61 mm	85 mm	79.4 mm	61 mm	61 mm	61 mm	85 mm	57.5 mm	66 mm	54 mm
IGNITION	Motoplat	Kokusan CDI		Nippondenso CDI	Bosch CDI				Bosch	Bosch	Motoplat
LUBRICATION	Premix 40:1		Premix 25:1	Oil pump	Premix 40:1			Premix 25:1	Premix 40:1		Premix 20:1
FUEL	Premium unleaded										Premium (98 octane)
CLUTCH	6 plates	7 plates	8 plates		5 plates	6 plates	7 plates	8 plates	6 plates	7 plates	6 plates (dry)
TRANSMISSION	6 speed	5 speed	5 speed	5 speed	6 speed		6 speed	5 speed	6 speed	5 speed	6 speed
STARTING	Primary kick										
CARBURETOR	Mikuni VM-34		Bing 40 mm	Mikuni 38 mm	Mikuni VM-34			Bing 40 mm	Amal		Dell'Orto 36 x 2
AIR FILTER	Twin air foam								Foam		N/A
SPARK PLUG TYPE	Bosch			NGK	Bosch				NGK	Bosch	Bosch
SPARK PLUG NUMBER	W300TZ		W275TZ	D8ES	W300TZ	W275TZ	W300TZ	W275TZ	N/A		W3702S
ENGINE SPROCKET	13 T	14 T	17 T		14 T	15 T	14 T	18 T	13 T		17 T
CHASSIS											
WHEELBASE	151.1 cm (59.5")				150.5 cm (59.3")	151.1 cm (59.5")			130.8 cm (51.5")	133.35 cm (52.5")	N/A
SEAT HEIGHT	96.5 cm (38") Safety seat								74.93 cm (29.5")		76.2 cm (30")
GROUND CLEARANCE	35.5 cm (14")	37.4 cm (14.75")	35.5 cm (14")				37.5 cm (14.75")	35.5 cm (14")	31.1 cm (12.25")		15.2 cm (6")
FUEL CAPACITY	11.8 L (2.6 Imp. gallons) (3.12 US gallons)			10.45 L (2.3 Imp. gallons) (2.76 US gallons)	13.63 L (3 Imp. gallons) (3.76 US gallons)	(2.76 US gallons)	10.45 L (2.3 Imp. gallons) (3.6 US gallons)	13.63 L (3 Imp. gallons) (3.6 US gallons)	8.63 L (1.9 Imp. gallon) (2.28 US gallons)		24.5 L (5.4 Imp. gallons) (6.47 US gallons)
WEIGHT, DRY	92.53 kg (204 pounds)	98.88 kg (218 pounds)	109.77 kg (242 pounds)	113.85 kg (251 pounds)	101.15 kg (223 pounds)	102.96 kg (227 pounds)	100.69 kg (222 pounds)	111.5 kg (246 pounds)	88.9 kg (196 pounds)	90 kg (200 pounds)	104.32 kg (230 pounds)
SUSPENSION, front	40 mm, Marzocchi with Piffero damping; Teflon bushings								35 mm Marzocchi		Marzocchi with adjustable damping
TRAVEL	30 cm (11.8")								16.5 cm (6.5")		N/A
SUSPENSION, rear	White Power; compression and rebound adjustable; Quad Link II progressive reaction system								Marzocchi		DeCarbon rising rate
TRAVEL	32 cm (12.6")						31.97 cm (12.59")	32 cm (12.6")	15.24 cm (6")		N/A
FRAME	Reynolds 531 tubing										
SWINGING ARM	Heat treated aluminum								Reynolds 531 Tubing		Heat treated aluminum
FRONT TIRE	Metzeler 3.00 x 21								Michelin 2.75 x 21		Michelin Wets 10/64-18
RIMS	Akront										Campagnolo magnesium
REAR TIRE	Metzeler 4.50 x 18		Metzeler 5.10 x 18		Metzeler 4.50 x 18	Metzeler 5.10 x 18	Metzeler 4.50 x 18	Metzeler 5.10 x 18	Michelin 4.00 x 18		Michelin Wets 13/66-18
STEERING HEAD ANGLE	28°								27°		26°
BRAKES, front	140 mm drum								125 mm drum		Twin 260 mm Brembo Disc
BRAKES, rear	140 mm drum								125 mm drum		Single 230 mm Brembo Disc
CHAIN	E.K. 520 H										
REAR WHEEL SPROCKET	50 T	46 T							40 T		34 T
CHAIN ADJUSTERS	Snail cam										N/A
SPECIAL FEATURES ASE SERIES	Rotax engine with rotary valve induction. Kickstand. Resettable odometer. Quick service airbox. Muffler/spark arrestor. Quick detach rear wheel with snail cam chain adjustment. Enduro lighting.										

† Specifications apply to Reynolds 531 frame road racer only

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running in second place, but he went down coming out of turn four while looking at the white flag, so Charles Burke finished in second. Heat two was Terry Poovey's all the way — he finished ahead of Bret Braddy and Nickie Fontana. Kenny Tolbert won the third heat, with Shon Stovall and Sammy Potter in second and third.

Shoei Helmets-sponsored Poovey again took the lead in the first semi, followed by Adams, Fontana and Stovall. On lap six, Brad Taylor decided a fifth place finish would not give him a front-row start and came out of turn two with a hard drive to overtake both Stovall and Fontana down the back straight and move up behind Adams to take the checkers in third. Fontana and Stovall earned the last two transfers.

Tolbert led the second semi, with Braddy and Raymond Huddleston running a tight second and third at the end of lap one. After a second row start, Orr started to challenge Braddy and Huddleston on lap two, then Huddleston apparently missed a shift coming out of turn four was bumped by Orr; Huddleston went down. Arlington Honda/Race Ready/Yelvy's Racing Heads-sponsored Orr recovered to chase the leaders again, dropping Braddy to third on lap six, then went after Tolbert riding on the outside to catch Tolbert out of turn four on the last lap and reach the finish line only inches ahead of Tolbert. Potter and Billy Haynie rounded out the line-up for the main event.

Four national numbers sat on the front row of the Pro-Am main. Poovey got the holeshot, followed by Tolbert, Orr and Taylor. By the end of lap one, it was Poovey, Orr, Taylor and Fontana. On lap two, Tolbert and Adams both passed Fontana — then on lap five — Adams got by Tolbert to ride in tandem with Taylor. Orr took the lead on lap six as he bumped Poovey off the groove in turn one. It was only temporary, though, as Poovey repaid with interest in turn four and Orr left tire marks all the way down the wall on the front straightaway. Adams went to the outside in turn four to pass Taylor for third in lap seven. Orr continued to pressure Poovey as they raced half a straightaway ahead of the battling duo of Adams and Taylor, but the positions were set and Poovey won by a bikelength over Orr.

Results

TROPHY DASH: 1. Terry Poovey (H-D); 2. Kenny Tolbert (H-D); 3. Scott Adams (H-D); 4. Bret Braddy (Yam).

PRO-AM MAIN: 1. Terry Poovey (H-D); 2. Charlie Orr (Hon); 3. Scott Adams (H-D); 4. Brad Taylor (Hon); 5. Kenny Tolbert (H-D); 6. Nickie Fontana (HDR); 7. Billy Haynie (Hon); 8. Bret Braddy (Yam); 9. Shon Stovall (Yam); 10. Sammy Potter (Hon).

Ingels bags Bakersfield speedway

By Scott Daloisio

BAKERSFIELD, CA, NOV. 17

Northern California's Eddie Ingels turned in a stellar performance to win the final Scratch main of the season at the Kern County Fairgrounds in Bakersfield Saturday night.

The main event started off with a bang when Ingels was knocked down in the first corner by Andy Northrup. That incident brought out a red flag and a complete restart. On the second try, Ingels (Team Jesus/Motors by Wenn Wes) jumped from his pole position starting slot and into the lead. Brad Oxley was second out ahead of Greg Ayers and Northrup. Ayers dropped out before the end of the first lap leaving Northrup and Oxley the challenge of trying to beat Ingels. Oxley closed the gap on the British League rider but couldn't get by. Ingels held him off over the final two circuits and took the checkered flag by one length over Oxley with Northrup taking third.

Jim Sisemore (Vac Pro Maely) made it look easy, as he swept the program on the Handicap side. Sisemore, coming from the 20, simply ran away from the field in the main. Oxley charged all the way from the 40 and easily moved through the pack, but when he moved into second, it was obvious he was going no further, because nobody could catch Sisemore. The win was the first ever in southern California First Division action for both Maely and Sisemore. Third spot was taken by Rocket Rod Sullivan.

Don Butler (J&M Trophy & Silk Screen/Dick's Garage/Mike Sullivan Racing Associates Wes) took the lead from Lou Kresiberg at the white flag and went on to win his second Bakersfield Division Two main in a row. Vic Robledo finished second with Don Jackson third.

John Dunn (Wes) received a big break when Mike Dwyer bit the dust in turn three on the opening lap giving the lead and eventual win to Dunn. Dwyer got a great gate and was running away from the pack when he fell. Ron Mortenson finished second with Kelly Inman third in the crash-filled thriller.

Unfortunately the night's racing action was marred by the serious crash of Buddy Robinson. Robinson, who came off AMA suspension the previous night at Ascot, was running second in his Scratch semi. Ed Castro was tucked in directly behind Robinson with Ingels right behind Castro. As they entered the first bend Ingels accidentally tapped Castro sending him into Robinson, who then wheelied into the cement block crashwall at high speed. Robinson suffered a severely broken right foot and underwent surgery in Carmel the next morning. Initial reports say he could be out as long as one year.

Results

SCRATCH MAIN: 1. Eddie Ingels (Wes); 2. Brad Oxley (Wes); 3. Andy Northrup (Wes); 4. Greg Ayers (Wes).

HANDICAP: 1. Jim Sisemore (Mae); 2. Brad Oxley (Wes); 3. Rodney Sullivan (Wes); 4. Andy Northrup (Wes); 5. John Foster (Wes); 6. Buddy Robinson (Gdn) DNS.

SECOND DIV: 1. Don Butler (Wes); 2. Vic Robledo (Wes); 3. Don Jackson (Jaw); 4. Valerie Robledo (Jaw); 5. Lou Kreisberg (Jaw); 6. Kevin Krugh (Jaw).

THIRD DIV: 1. John Dunn (Wes); 2. Ron Mortenson (Jaw); 3. Kelly Inman (Wes); 4. Mike Dwyer (Jaw); 5. Banzai Ellinor (Wes); 6. Ron Swenson (Wes).

Maple, Hull hog indoor ST

By M. Orr

ARDMORE, OK, NOV. 17

A chilly rain fell constantly at the Hardy-Murphy Coliseum in Ardmore, but the indoor track was dry and fast.

The 125cc heat race was won by Gary Prochaska followed by James Harris and Clayton Hull. Hull got the holeshot in the main event ahead of Prochaska and Harris, but Prochaska fell on lap two as the leaders came out of turn two. Bobby Shaw rode outside all the way and took over second place from Harris on lap 10 of the 12-lap main; while Gilbert Porting/Yamaha West/Amsoil-sponsored Hull lapped the field for the win.

The Open heats were split between Steve Miller ahead of Shaw and Hultgren, while in the second heat, Pat Maples led Powers and Kerry Wood to the flag. The Open main had trouble getting off the line because riders went down in the first turn twice. On the third try, however, they got a

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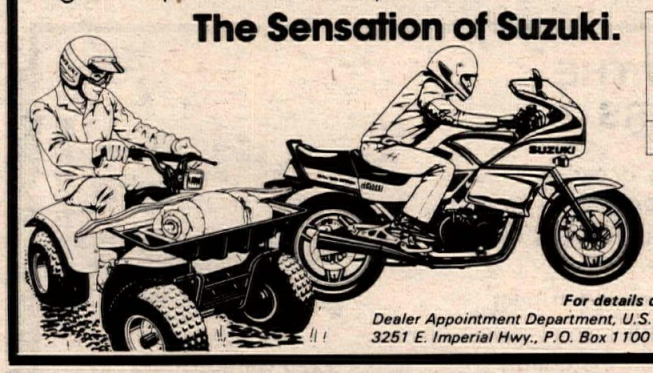

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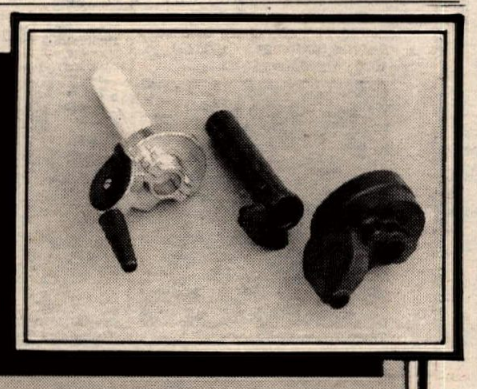
Even though CRC's Gringo enduro is normally held in Mexico, land-use problems forced the event to Red Mountain, California.

Gunnar Gasser



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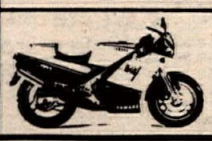

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clean start, with Maples in the lead ahead of Miller and Shaw.

While Maples led the main wire to wire, plenty of action was going on behind him. On lap three, Hultgren took over the number three slot from Shaw. After a fall and fourth-place finish in the heat race, Hud Welding's James Huddleston had to play catch-up from the back row, dicing with Joe Hodges for fifth and taking over in lap six to move on the leaders. On lap nine, Huddleston passed Shaw for fourth, then went inside in turn two the next time around to take third from Hultgren, with Hodges following in Huddleston's tracks all the way. On the white-flag lap, Huddleston again went inside in turn two and passed Miller for second, but time ran out with Maples still well in the lead at the flag.

Huddleston finished up in second place with Miller hanging onto third ahead of Hodges.

Results

50: 1. Trey Glasco (Yam).
60: 1. Derick Whitner (Yam).
80: 1. Clayton Hull (Yam); 2. Mike Hale (Yam); 3. Chad McCracken (Yam).
125: 1. Clayton Hull (Yam); 2. Bobby Shaw (Suz); 3. James Harris (Hon).
250: 1. Greg Harrison (Hon); 2. Mike George (Hon); 3. Alan Dawes (Hon).
OPEN: 1. Pat Maple (Hon); 2. James Huddleston (Hon); 3. Steve Miller (Hon).

Amendola, Mesecher tie CRC Gringo enduro

By Bill Herndon

RED MOUNTAIN, CA, NOV. 11

The California Racing Club had bad enough land-use problems in Mexico last August to cancel the Gringo enduro there. But that didn't mean reincarnation of the Gringo enduro wasn't forthcoming.

Sunday morning dawned clear and cool — perfect racing weather. The first loop started near Trona Road and headed north through the beginning of more virgin territory than any regulars could remember. That also meant lots of hard left/right turns through less than handlebar-wide handslapping bushes, and an abundance of soft and rocky soil.

Last month's extremely popular lemonade stand came right after the 24 mph first loop special test, with a four-mile reset at 8.8 miles out. This time, however, both came too early in the event for most riders to utilize heavy duty refreshment. Some of the first loop terrain — including a no-run approach, fan-the-clutch-type, sandy uphill — gave many family riders fits.

What made everything all the more surprising was that an 80cc rider won the first loop overall! While point leader Scott Jacobsen went to the 200cc B-16 class, (former) Mini-mentor Mike Chamberlain Jr. not only won by two minutes, but he swept the overall first loop honors at 3.91 dropped. First full-size bike in was Scott Daw, at 5.114 and first Open C-16. Despite a soil sample, Barbender Darnell Gustafson rode her Husky back up to first B Women at 9.250 dropped. Dan Hapner literally bushwhacked his way to first B Mini, at 12.160, followed closely by first C Mini Chris Salum at 12.208. Jeff Courts was next and first ATV. At 12.232, he literally smoked his class winning by 33 minutes! Dianne Olsen beat Birgit Hudson to the C Women win at 32.382 dropped.

Results

AA: 1. Robb Mesecher; 2. Kurt Butler; 3. Randy Kemp.
4-STK AA: 1. John Pomo; 2. Jim Bollingmo; 3. John Ferro.
SR O/AA, O/A: 1. Hairy Beast; 2. Bill Daniel; 3. Mike Chamberlain.
250 A: 1. Mike Hastings; 2. Randy Pretzer; 3. Michael Hastings.
WOMEN A: 1. Dana Bell; 2. Shauna Hopkins; 3. Michelle Keast.
MINI A: 1. Mike Chamberlain Jr; 2. John Lucas; 3. Marc Dion.
200 A: 1. Donnie Simone; 2. Robert Bush; 3. Phil Williams.
200 B: 1. Steve Bebeck; 2. Ron Silva; 3. Dave Hunt.
200 C: 1. Terry Sterrett; 2. Allen Ontiveros; 3. Brian Hunt.
250 A VET: 1. Jack Labrum; 2. Bill Pallotto; 3. Dean McCoy.
OPEN A: 1. Mark Amendola; 2. Mark Anderson; 3. Dave Little.
OPEN B: 1. Joe Simmerman; 2. Jack Simmerman; 3. John Meurs.

250 B: 1. Al Horvath; 2. Steve Misrahi; 3. Dave McGachen.
MINI B: 1. Dan Harper; 2. John Martinez; 3. Lori Bortree.
200/250 B SR: 1. Norm Wykoff; 2. Dave Jones; 3. Don. W. Simmone.
250 B VET: 1. Larry Sebastion; 2. Dave Miller; 3. Bob Kirkbride.
OPEN/250 B 4-STK: 1. Dave Lemaster Jr.; 2. Tim Stoner; 3. Stu Bracken.
WOMEN B: 1. Darnell Gustafson; 2. Kathy Labrum; 3. Carolyn Holstead.
OPEN C 4-STK: 1. Abe Baumann; 2. Jeff Tibbetts; 3. Carl Sbarounis.
OPEN C: 1. Dave Peoples; 2. Jeff Watson; 3. L. Wade Owen.
250 C: 1. Dan Radd; 2. Rich Dubowski; 3. Chris Cortum.
WOMEN C: 1. Diane Olsen; 2. Birgit Hudson; 3. Betty Lennox.

Silverthorn, Harden, strike at D-38 hare scrambles

By Diane Bell

SUPERSTITION MT., CA, NOV. 11

Husqvarna's Scot Harden scored a runaway victory in the 125cc/Open race at the AMA District 38 250cc class short course hare scrambles. Lemon Grove Suzuki, Yamaha, KTM owner, Bill Silverthorn did likewise in the Senior/Vet race. Both riders had near flawless rides and went virtually uncontested from lap one.

The five-mile course was layed out in some of the roughest and siltiest mudhills in Imperial Valley.

As 11:00 a.m. struck, the 125cc/Open race was off and running. As expected, pre-race favorite Harden led the pack up pit row after the first lap. Hot on his heels was Yamaha rider Tom Moen and Austin Haydis on his 250cc Husky. Painted Gorge Motorcycle Club's Steve Basin on his new '85 Yamaha followed. The first 125cc rider, in eighth overall was Amateur Joey Lane with John Bird in tow. Novice 250cc rider, Gary Kepple followed at 11th overall.

Moen led the second loop after Harden took a brief off course excursion, "I made a Novice mistake. I went straight, after the pits and missed the turn." Haydis maintained a now distant third overall. Basin was closing the gap from fourth. Bird passed Lane and ran fifth overall, first 125cc with Lane at sixth overall. Kawasaki West rider Bob Bell was trying to make up ground after a miserable start, at eighth overall. Expert Steve Walker (250cc) in 10th overall was also working his way up after meeting the ditch at check one on the first lap.

Harden, who had regained his lead on the third lap, had built his advantage to 20 seconds after lap five. Moen continued in second overall. Haydis, who dropped back after losing his own contest with the silty track, left a battle between Bird and Basin for third overall, with Bird edging Basin out this loop. Bell had moved into fifth overall, second 125cc Expert with Joey Lane falling back but maintaining third 125cc.

At the finish, Harden took the checkered flag with a comfortable lead over second-place Tom Moen. Basin finished third overall, third Open. In fourth overall was 125cc winner Bird, with a closing Bell finishing 15 seconds back. Lane, in seventh overall, took third 125cc and was the first Amateur across the finish line. In eighth overall was Amateur Robbie Pippin, the first 250cc across the finish line.

Results

VETS, SR, & BEG.
SR EX: 1. Bill Silverthorn; 2. Roger Adsit; 3. Paul Ziegler.
VET EX: 1. Pat Flanagan; 2. Pete Eunice; 3. Brett Cushing.
BEG: 1. Tom Clowers; 2. Ricky Lance; 3. Bruce Beli.
SR AM: 1. Dave Knutson; 2. Lee Johnson; 3. Chuck Nelson.
VET AM: 1. Bryan Benson; 2. Bob Huff; 3. Tom Gamble.
SR NOV: 1. John Gerritsen; 2. Ray Kepple; 3. Joe Stidman.
VET NOV: 1. Stephen Plourd; 2. Dan Johnston; 3. Hal Drew.
125, 250 & OPEN.
OPEN EX: 1. Scot Harden; 2. Tom Moen; 3. Steve Basin.
250 EX: 1. Austen Haydis; 2. Carlos Torrez; 3. Steve Walker.
125 EX: 1. John Bird; 2. Bob Bell; 3. Kirk Hester.
OPEN AM: 1. Mark McPerry; 2. Tom Bass; 3. Frank Bass.
250 AM: 1. Robbie Pippin; 2. Philip Sierkierke; 3. Ed Stovin.
125 AM: 1. Joey Lane; 2. Dan DesRosiers; 3. Mike McCoy.
OPEN NOV: 1. Peter Berg; 2. Steve Bohannan; 3. Thomas St. Peter.
250 NOV: 1. James Hable; 2. Andy Mandell; 3. Tim Belew.
125 NOV: 1. John Griffin; 2. Rick Flores; 3. Troy Adams.

Scherb shoots to ST win

By M. Orr

BOYD, TX, OCT. 27

After two weeks of inactivity due to rain, the riders were anxious to get back into action at Mike Kidd's Hillside Raceway, wet track and all.

With the track developing ruts in the corners, Illinois rider Brad Taylor got the holeshot in the trophy dash to lead Scott Scherb and Charlie Orr out of turn two. Orr passed Scherb on the outside on the back chute, but didn't have the power to hold off Scherb. Scherb took over the number two spot coming out of turn four on the second lap, then on lap four went outside Taylor in the number one corner to take the lead and the win.

Gilbert Porting/Yamaha West/Amsoil-sponsored Clayton Hull swept the 80cc short track class, while Scott Williams and Mike Weedin waged a tight battle for second. Williams rode hard to hold off Weedin for five laps and crossed the finish line just a bike-length ahead of Weedin for second place.

In the Open Junior TT main, Fred Debrick got the holeshot followed by Joe Hodges and J.C. Dill. After a slow start, Bobby Shaw came out of fifth place to fourth on the jump, third in the right-hand turn and passed Hodges for second place coming out of the hairpin turn. On the next lap, Shaw passed Debrick coming out of the right-hander and left Debrick to try to hold Hodges off for second. Behind Northeast Suzuki-sponsored Shaw, the battle for second continued until the final lap, when Hodges went inside Debrick in the Winston turn and moved ahead of him to the checkered flag. ●

Results

SHORT TRACK
60: 1. Greg Teague (Yam); 2. Derick Whitner (Yam); 3. Todd Way (Yam).
80 SR: 1. Clayton Hull (Suz); 2. Scott Williams (Hon); 3. Mike Weedin (Yam).
125: 1. Mike Hale (Yam); 2. Clay Carroll (Hon); 3. Roger Sedarat (Hon).
250 JR: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Don Folbre (Yam).
250 SR: 1. Terry Newman (Hon); 2. Scott Scherb (Hon); 3. Charlie Orr (Hon).
OPEN JR: 1. Bobby Shaw (Suz); 2. Joe Hodges (Hon); 3. Fred Debrick (Hon).
OPEN SR: 1. Scott Scherb (Hon); 2. John Gladwill (Hon); 3. Andy West (C-A).
TROPHY DASH: 1. Scott Scherb (Hon); 2. Brad Taylor (Hon); 3. Charlie Orr (Hon).
TT
OVER 30: 1. Douglas Anderson (KTM); 2. Fred Debrick (Hon); 3. Bobby Hull (Suz).
4-STROKE: 1. James Harris (Hon); 2. Eddie Kaufman (Hon).
60: 1. Clayton Hull (Kaw); 2. Heath Kirkland (Kaw); 3. Tim Kay (Hon).
80 JR: 1. Heath Kirkland (Yam); 2. Eddie Kickerson (Kaw); 3. Scott Williams (Hon).
80 SR: 1. Clayton Hull (Suz); 2. Tim Kay (Kaw); 3. Kevin Rowland (Yam).
125: 1. Bobby Shaw (Suz); 2. Ed Meyer (Suz); 3. Lonnie Hull (Hon).
250 JR: 1. Bobby Shaw (Suz); 2. James Harris (Hon); 3. Ed Meyer (Yam).
OPEN JR: 1. Bobby Shaw (Suz); 2. Joe Hodges (Hon); 3. Fred Debrick (Hon).
OPEN SR: 1. Douglas Anderson (KTM); 2. Gary Kidd (Hon); 3. John Gladwill (Hon).

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☐ Jr Cycle 9 - 11 Open 61 cc
☐ Mini 9 - 11 Open Stk 80 cc
☐ Mini 9 - 11 Open Mod 80 cc
☐ Mini 12 - 16 Nov Stk 80 cc
☐ Mini 12 - 16 Int Stk 80 cc
☐ Mini 12 - 16 Exp Stk 80 cc
☐ Mini 12 - 16 Nov Mod 80 cc
☐ Mini 12 - 16 Int Mod 80 cc
☐ Mini 12 - 16 Exp Mod 80 cc
☐ 80 cc Pro Open Class
☐ 0 - 16 Open 105 cc Mod
☐ 125 Nov - All
☐ 125 Int - All
☐ 125 Exp - All
☐ 250 Nov - All
☐ 250 Int - All
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Calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

CMC Four-Stroke Nationals

12/9 Carlsbad, CA

1985 AFM Road Race Schedule

2/24	Rosamond, CA
3/24	Rosamond, CA
4/14	Rosamond, CA
*4/27-28	Rosamond, CA
5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/25	Rosamond, CA
9/29	Rosamond, CA
10/20	Rosamond, CA
11/24	Rosamond, CA

*Pro-Am Event

1985 Golden State Skoal Bandit Motocross Series

1/5-6	Fresno, CA
1/12-13	Stockton, CA
1/19-20	Victorville, CA
1/26-27	Yuba City, CA
2/2-3	Huron, CA
*2/10	San Diego, CA
2/16-17	San Jose, CA
2/23-24	Fresno, CA

December 12

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 14

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, 415 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pros. Adm $15. Info 415/634-3328 (Tom Anderson).

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

December 15

IDAHO SHORT TRACK RACING
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes. 33 1/3% trophs to Sptsmn, 100% pb for Experts. Sign-up 4 pm-6pm, prac 6-7, race 7. Entry $20 Ex., $10 Sptsmnm, $5 Pee Wee, Micro, Mini, Powder Puff, $10 3-wheel, 4-wheel, go carts. Info 208/342-7439 or 888-7357.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Motorcycles welcome. Info 714/727-1171.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. $500 purse to 125 and 250 Pros. 100% pb to Open Pros. Gate opens 7am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/366-5841.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. Up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. Yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

December 16

CALIFORNIA AMA MOTOCROSS
Sears Point International Raceway, Sonoma, CA. All classes. 100% pb to all Pros. Bonus trophs. AMA/D-36 cards reqd. Gates open 6 am, sign-ups 6:30, prac 7:30, race 8:30. Entry Sptsmn $6 gate plus $10 entry. Pro $6 gate plus $15 entry, $6 to watch. Info 707/938-8448.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. Turn right, 1st ranch on left. All classes, 30% trophs, 100% Pro pb. Gates open 6 am, prac 8:30, race 9. Entry $15, $15 plus $5 Pro. $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

CALIFORNIA MOTOCROSS
Blythe Raceway, Lovekin exit, go north 6 miles to RR tracks turn right on dirt road, located in Blythe, CA. All classes, 30% trophs, 100% Pro pb. Brand new track, excellent preparation, good loamy dirt, not hard pack. Gate 6 am, prac 8, race 9. Entry $12 Sptsmn, $14 Pros. Shorty Winkler. Info 619/922-8322.

ARIZONA TOY RUN
Harley Davidson of Tucson, 5205 E. 22 St., Tucson, AZ. Door prizes, nice party, everyone welcome. Run pins first 250. Party at 7235 E. Golf Links Rd., Tucson. Entry $5 or toy. Info 602/790-8112.

CRC CALIFORNIA GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. All classes. Cash to Pros, 20% trophs, finisher pins. Each class race 45 minutes. MX, GP, ATV pts. Membership not reqd. Parade lap 8 am, races start 8:30. Mail entry $16, nonmember $20. Post entry $20, nonmember $25. 1985 CRC memb. available. Info 213/830-7519.

CALIFORNIA WOMENS MX NATIONALS
Sunrise Cycle Park, Adelanto, CA, 2 miles no. of town on Hwy 395. $1000 purse plus $3000 prizes. Women: Pro, Int, Nov, Vet, ATC. Men: pit tootsie race at end of day. Entry $35 Pros, $25 Sptswomen, $10 men. Gates open 6:30 am, prac 8, race 9. Coors Light. Info 714/371-6333.

AMA/D-36 NEVADA MOTOCROSS
Fernley Speedway Park, 6 miles south of Fernley NV on Hwy 95A. All classes, 100% Pro pb, trophs for Sptsmn. Free camping, grandstand seating. Gate 7 am, prac 8, race 9. Entry $4 gate, $12 Sptsmn, $15 Pro. Info 702/575-6034 or 575-2898.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. All Sptsmn classes. Minis, Pro trophs, 100% Pro pb. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro, $4 gate, 6-12 $1. Info 916/223-5600.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

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CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph, 100% pb. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-7979, 5840, or 924-5859.

CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt. on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs, Pro pb. 30 minute motos, all new international track. Gate opens 7 am, prac 8, race 9. Entry $15 Pro, $13 Sptsmn. Info 714/831-3482.

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. Women's National. For more info call 619/245-7339 or 246-6109.

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mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

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Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

TEXAS FLAT TRACK AND MX
Buffalo Speedway, Belt Line Rd., 2 miles west of I-35 E in Carrolton, TX. All classes. Pros and Sptsmn paying $125 first, $75 second, $50 third, $25 fourth and fifth. Gates open 10 am, prac noon. Entry $8, $10 Pro. Info 817/488-9133.

December 19

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 20-21

CALIFORNIA MX SCHOOL
Russ Darnell MX School to be held at Indian Dunes Cycle Park, Valencia, CA. Entry fee $80. Info 714/980-3212.

December 21

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptmsn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $15. Info Tom Anderson 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptmsn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8, swimming, showers, game room, grandstands. Info 713/458-0090.

December 22

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies . Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

CALIFORNIA FLAT TRACK
Corona Raceway, Corona, CA. Frwy. 91 to Pierce off-ramp. ½ mile and ¼ mile flattrack. Info 714/735-1705.

December 23

MEXICO MOTOCROSS
Rosarito Beach, Mexico. Take Toll Road to Rosarito Beach and follow signs. All classes. Gift certificates. Gates 8 am, meeting 10:30, race 11. Entry $10. Info 619/427-4114 or 422-0238.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes. 30% trophs. gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to pb). Inof 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi, east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 50% troph to Minis, 30% trophs to all other classes. Cash pb to Pros. Gate 7 am, sign-up 8, prac 8:30, races 9:30. Free O/N parking. Info 619/245-7339 or 246-6109.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. Gate 7 am, prac 8:30, race 9:30. Entry $12 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519 or 653-7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CMC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-15 to Hwy 126. All classes. 30% trophs. Gate open 7 am, prac 8-9, first race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIORNIA TT
Airport Raceway, Porterville, CA. Gates open 9 am, prac 10-11, race starts noon. Spinners M/C. Info 209/781-6341.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. Turn right, 1st ranch on right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 am, prac 8:30, race 9. Entry $15 Sptsmn, $15 plus $5 Pro. $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

December 26

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 27-28

CALIFORNIA MX SCHOOL
Russ Darnell MX School to be held at Sunrise Valley Cycle Park, Adelanto, CA. Entry fee $80. Info 714/980-3212.

December 28

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $15. Info Tom Anderson 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptmsn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8, swimming, showers, game room, grandstands. Info 713/458-0090.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County. Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

December 29

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies . Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing over 8 pm. $7 admission, free pit pass. Info 619/727-1171.

December 30

CMC CALIFORNIA MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. turn right. 1st ranch on right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 am, prac 8:30, race 9. Entry $15 Sptsmn, $15 plus $5 Pros. $5 watch. Info 415/634-3328 or 634-6596.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., one block west of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Parts in pits, food. Sand track, pits sheltered by bridge. Rain or shine. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 (Charlie Sexton) or 695-2088 (Milt Emery).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to Raceway. All classes. 30% trophs, gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn, $15 Pro. ($10 to pb). Info 714/261-6116.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec. hookup, gate open all night. Straight-thru program, prac 9:30 a.m., race 11. Entry gate $5, Ama. $10, Ex $20. Info Bill Law 214/882-4215.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. All classes, 33% Sptsmn troph., 100% Ex. p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

CRC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. Two long motos. Gate 7 am, prac 8, race 9:30. Entry $12 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

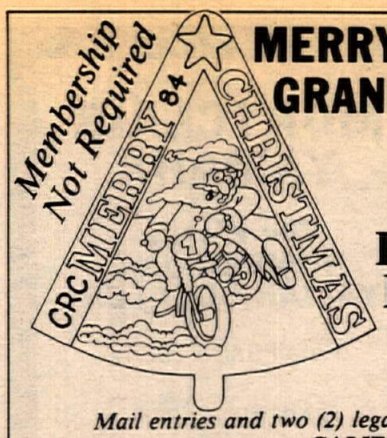
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop, 100% Pee Wee troph, 100% pb. Everybody goes 2 motos. Free camping. park open 7 days. gate 6 am, prac 8:30, race 9:30. Entry $7 gate plus $10 Sptmsn, $14 Pro. Non memb add $3. Info 714/653-7979, 5840, or 924-5859.

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. 50% trophs to Minis, 30% trophs to all other classes. Cash pb to Pros. Gate opens 7 am, sign-up 8, prac 8:30, races 9:30. AMA Pts. race. Info 619/245-7339 or 246-6109.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan to track. All classes, 33% trophs, Pro pb. 30 min. motos, all new international track. Gate opens 7 am, prac 8, race 9. Entry $15 Pro, $13 Sptsmn. Info 714/831-3482.

December 29-January 1

BAJA EXPEDITION
Meet in San Felipe, Baja California. Ride south along the desolate and beautiful coast to Gonzaga Bay. Intermediate or better riders only. All insurance, accomodations, food, gas, guides, and chase truck provided. Write to Adventure Treks, 26445 Sandy Cr., El Toro, CA 92630. Info 714/859-1207.



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CRC RACE SCHEDULE
Dec. 16 — GRAN PRIX Indian Dunes
Dec. 23 — MOTOCROSS DeAnza
Dec. 30 — MOTOCROSS Indian Dunes
Jan. 6 — MOTOCROSS Indian Dunes — Anaheim Qualifier
(213) 830-7519

CORONA RACEWAY R.A.C.E. Schedule
Fri. Dec. 14 Motocross
Sat. Dec. 15 Ody, 3-Whlrs
Fri. Dec. 21 Motocross
Sat. Dec. 22 FT, ½, ¼
Fri. Dec. 28 Motocross

SRA Schedule
DEC. 2 — RIVERSIDE G.P.
Benefit Auction Sat. Night
JAN. 27 — NEW YEAR G.P.
Indian Dunes
(714) 828-1358

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Indian Dunes — 2nd/4th Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.
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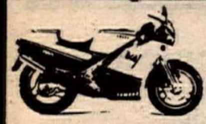

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January 1

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds, turn right. 1st ranch on right. $50 for 1st, $30 for 2nd, $20 for 3rd. Trophies for mini bikes. Family Video Center of Castro Valley will be donating prize awards. Arrive ½ hour before start of race. Mini's race 9:30, 125/250 10:30, Open 12:30. Hangover Day Race. Entry $15, $5 watch. Info 415/634-3328 or 634-6596.

January 2

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

January 4

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. entry $15, $20 Pros. Adm $15. Info Tom Anderson 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

January 5

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

January 3-6

MICHIGAN CYCLERAMA
Cobo Hall, Detroit, MI. Show hours: Thursday and Friday 5pm-midnight, Sat and Sun 11am-midnight. Admission $6 adults Thursday and Friday, $7 Sat and Sun, $2 for children 6-12 all days. Info 714/250-8060.

January 4-6

CANADA MOTORCYCLE SHOW
Toronto International Center, Toronto, Ontario, Canada. 320,000 square feet of motorcycles and accessories. International World Of Motorcycles 1985. Info 416/690-0566.

TEXAS MOTORCYCLE SHOW
Tarrant County Convention Center, Tarrant County, TX. Great American Motorcycle Show. Info 614/891-2425.

TEXAS MOTORSPORTS SHOW
Taylor County Coliseum, Taylor County, TX. 7th Annual Dr. Pepper World of Wheels. Info 915/692-6657.

January 5-6

CMC GOLDEN STATE MOTOCROSS
Lake Madera, Fresno, CA. Hwy 99 to Madera/Cleveland offramp. Go east over railroad tracks, turn left on road #26. Go approx. 5 miles to Rd. #21, turn right to Ave. 30½, go right. Track one mile ahead. All Sptsmn and ATV's, Pros, 80 Exp, Masters, S/C. Gates open 6:30 am, registration 7-8:30, late registration 8:45-8:55, prac 7:30-8:30, first race 9:30. Entry $20 Pre, $25 post Sptsmn, $30 Pre, $40 post Pros. Info 714/261-6116.

January 6

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan to track. All classes, 33% trophs, Pro pb. 30 min motos, all new international track. Gate open 7 am, prac 8, race 9. Entry $15 Pro, $13 Sptsmn. Info 714/831-3482.

CALIFORNIA FAMILY ENDURO
Charlies Place, Red Mtn, CA. Marked from Hwy 395 and Trona Rd. All classes, 20% trophs. Special finisher hats Entries and 2 SASE to Family Racing Assn., 18032 Lemon Dr., St R, Yorba Linda, CA 92686. 1985 membership only $10. Key time 8 am. Post entry add $1. $20 FRA members, $22 non-members. Info 714/777-2969 (Larry Langley).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. A[illegible]sses. Brass for Sptsmn., ca[illegible] Pros. Two long motos. G[illegible]..., prac. 8, race 9:30. Entry: [illegible] Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.
ANAHEIM QUALIFIER

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/-443-7627, 327-5254 (Rocky).

January 9

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 71 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

January 11

R.A.C.E CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan to track. All classes, 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro, Adm, $15. Info 415/634-3328.

January 12

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot $6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

R.A.C.E. CALIFORNIA FLATTRACK
Corona Raceway, Corona, CA. 91 Frwy off Pierce off-ramp. ½ and TT. Info 714/735-1705.

IDAHO SHORT TRACK
Caldwell, ID. Behind O'Connor Field House, 21st and Cleveland. All classes. 33 1/3% trophs to Sptsmn. 90% pb per night Ex., 10% to overall winner. Sign-up 4pm-6pm, prac 6-7, race 7. Entry $20 Experts, $10 Sptsmn, $5 Pee Wee, Micro, Mini, Powder Puff, $1- 3/4-wheelers, go carts. 1st race of 6 race series. Info 208/342-7439 or 888-7357.

OREGON INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd, Corvallis, OR. 1st annual All-Pro Western Outlaw Indoor Cup, 250cc and 600cc. Also 4th annual OT night. Pros have $1000 purse with minimum rider field. Plus trophy cup. Old Timers have trophy and trophy cup. Entry into this race is by pre-registration and must be received by January 5, 1985. Quiet and non-smoking bikes mandatory. Rider gate open 3 pm, sign-in 4, prac 5-6:30, racing 7. Entry $20 per class Pro, $5 OT. Pit pass $5. Spectator $4, student $2.50, Srs $2, under 6 free. Call for entry blank. Info 503/928-7205 after 5 pm.

January 11-13

TEXAS MOTORSPORTS SHOW
Wichita Falls Activities Center, Wichita Falls, TX. 6th Annual Dr. Pepper World of Wheels. Info 817/855-0499.

ARIZONA MOTORSPORTS SHOW
Civic and Convention Center, Yuma, AZ. 7th Annual World of Wheels. Info 602/782-9244 or 783-1330.

NEW YORK MOTORCYCLE SHOW
Nassau Veterans Memorial Col., New York, NY. Great American Motorcycle Show. Info 614/891-2425.

Janaury 12-13

NEVADA DESERT RACE
I-15 Stateline, Whiskey Petes World C'ship hare and Hound II, Las Vegas, NV. 20,000 guaranteed purse. 125, 250, Open, 30, 38 3-wheel classes. Pit stop competition for pit crews. $50 deposit to guarantee starters slot. Possible limited entry. Entry $100 plus $20 insurance. Info 702/735-7223.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd. Seventeen miles north turn right at stop sign, entrance on right. Event #2 of 9th Annual Golden State Skoal Bandit Nationals. Gates open 6:30 am, registration 7-8:30, late registration 8:45-8:55, prac 7:30-8:30, first race 9:30. Entry $20 pre, $25 post Sptsmn, $30 Pre, $40 post Pro. Info 714/261-6116.

January 13

CMC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-15 to Hwy 126. All classes. 30% trophs. gates open 7 am, prac 8-9, first race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to hwy 74 then left for 8 miles to Ellis St. Left ¼ mile to Burton, right to track. All classes. 30% trophs, 100% finisher pins. Pts towards $15,000 in year-end prizes. Gates open 6:30 am, prac 8. Entry $16 mail, $20 post, $10 year memb. Info 714/371-6333.

ARIZONA ROAD RACE
Firebird International Raceway, Phoenix, AZ. 10 miles south of Phoenix on I-10 exit west on Maricopa rd. All AFM classes plus 10 lap challenge race. Trophies for classes, $ for challenge race. Current AFM or PRRO license for class sprint. Gate 7 am, prac 8, race 1 pm. Pre-entry $30 first class, $15 second class. $35 post first class, $20 second class. Info 602/973-2185 or 415/878-5013.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-7979, 5840.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy. E from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Mag[illegible] Buchanan, rt on Buchan[illegible] you to track. All classe[illegible] for SPtmsn, cash for Pros. Two long motos. Gate 7 am, prac 8, race 9:30. Entry $12 Sptmsn, $15 Pro. Memb. reqd. Info 213/830-7519.

ANAHEIM QUALIFIER

January 16

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

January 18

R.A.C.E CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange county to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 30% trophs to Sptmsn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro, Adm, $15. Info 415/634-3328.

January 19

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm. $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

January 18-20

GEORGIA MOTORCYCLE SHOW
Atlanta Civic Center, Atlanta, GA. Great American Motorcycle Show. Info 614/891-2425.

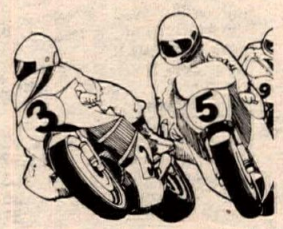
January 19-20

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. Hwy 395 2 miles north of Adelanto. 3rd event in 9th Annual Golden State Skoal Bandit Nationals. Gate 6:30 am, registration 7-8:30, late registration 8:45-8:55, prac 7:30-8:30, first race 9:30. Entry $20 Pre, $25 Post Sptsmn, $30 Pre, $40 Post Pro. Info 714/261-6116.

January 20

CRC CALIFORNIA GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. All classes. Cash to Pros, 20% trophs, finisher pins. Eac[illegible] class race 45 minutes. MX [illegible] pts. Membership no[illegible] parade lap 8 am, races [illegible]30. Mail entry $16, nonmember $20. Post entry $20, nonmember $25. 1985 CRC memb. available. Info 213/830-7519.

ANAHEIM QUALIFIER



FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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RESULTS

49er Family Enduro
Rancho Cordova, CA
October 13, 1984

PARENT-CHILD TEAM	
John Day/	0.66
Steve Day	2.84
Chuck Elderton/	1.79
Sean Elderton	1.77
Johnny Blankenship/	0.25
Martin Blankenship	2.137
250 C	
Monty Blankenship	0.33
Anthony Standard	0.49
Mark Reed	2
Raymond Brindos	3.28
Robert Russell	3.93
George Tuma	4
John Peters	7.247
Bob Dawson	7.423
Jack Moran	9
Mike Cullins	17
Bob Egbert	30
Mike Morehouse	97
Bill Lithgow	185
Doug Perston	out 2
OPEN C	
David Flores	2
Larry Howard	4
Ralf Wollinksy	5
Ron M. Radicali	8
Mark Kennedy	79
Steve Zelinsky	out 6
Byron May	out 3
Terry Hobart	out 3
4 STROKE C	
Steve Siler	2.52
Martin Blakenship	2.137
Robert Taylor	3
Matt Zelinsky	25
Joe Lodermeier	31
OT C	
Gary Fransen	1
Gilbert Gonsous	5
Alex Campbell	6
Bob Bruce	8.279
Ron G. Radicali	8.287
Fred Denhart	9
Tennison Tucker	12
Tom Banks	19
Doyle Bridgman	21
Bob Johnson	29
John Thielen	36
Bob Beallchamp	out 3
Bruce Young	out 3
OT B	
Roger Howard	2.94
Larry Roberts	2.95
Les Roth	4
Ken Christensen	5
Keith Ramsey	13
Dick Jobe	42
B CLASS	
John Day	0.66
Edward Santin	1.19
Duane Scott	1.23
Martin Dinning	2.72
Tom Raby	3.86
Vern Weldy	3.122
Brian Sumrall	4.56
Robert Mihovich	4.158
Vance Wilson	6
Mike Albin	7
Rayce Wilson	8
John Harman	12
Gary Gschope	41
Bill Allen	46
Anthony Godrich	53
VET C	
Bob Steinhauser	0.48
Chuck Elderton	1
Robert Warne	2.27
Michael Hollander	2.101
John Kimiec	3.90
Roger Slifer	3.142
James Childress	6.141
Albert Gonzales	6.326
William Leino	7
Jeff Tucker	12.408
Keith Jones	12.421
Ron Reser	14.524
Dan Kasper	14.578
Al Mialkousky	15
Tom Swarner	45
Tim Beth	98
Hector Juillert	140
Edwin Packer	out 5
Gerald Zierden	out 4
Terry Rogers	out 4
Joel Sweeney	out 1
A CLASS	
Peter Prichard	1
Ken Mirell	2.77
Tom Jepson	2.91
Fred Suprall	3.79
John Clark	3.136
Richard Rusconi	5.101
Peter Gio	5.229
Tony Pellegino	10
Mike McClure	30
Steve Benakovich	36

Texas Dirt Track Awards
Boyd, TX
By D. Powers

SHORT TRACK	
50	
Joe Gilbert	326
Todd Way	231
Jason Adcock	121
60	
Todd Way	137
Jason Adcock	131
Heath Kirkland	20
Joe Gilbert	13
80	
Scott Williams	376
Mike Hale	345
Chad McCraken	298
Clayton Hull	269
Trace Polson	140
125	
Mike Hale	403
Trace Polson	318
Chad McCracken	295
Verne Bell	142
Scottie Scherb	80
250 JR	
Willie McCoy	435
Alan Powers	408
Trace Polson	266
Rocky Fivecoat	236
Dale Brooks	154
250 SR	
Scottie Scherb	393
Gary Kidd	40
Mike George	38
OPEN JR	
Alan Powers	354
Bobby Shaw	237
J. Huddleston	142
Rocky Fivecoat	87
Willie McCoy	32
OPEN SR	
Scott Scherb	323
J. Huddleston	67
Gary Kidd	36
TT	
50	
Joe Gilbert	305
Todd Way	229
Jason Adcock	136
Todd Way	133
Joe Gilbert	37
80 JR	
Chad McCracken	348
Todd Grauman	311
Scott Williams	305
Heath Kirkland	312
80 SR	
Clayton Hull	425
Mike Hale	296
Tim Kay	265
Trace Polson	230
Bill Richards	52
125	
Bobby Shaw	438
Ed Meyer	343
J.R. Lee	117
Alan Powers	54
Richard Kirkland	49
250	
Bobby Shaw	456
Mike George	285
James Harris	270
Ed Meyer	162
Dale Brooks	144
OPEN JR	
Bobby Shaw	409
Alan Powers	248
Kirk Tyer	173
Kevin Switzer	46
Willie McCoy	23
OPEN SR	
Gary Kidd	305
Scottie Scherb	282
OVER 30	
Harry Rardin	272
Verne Bell	116
Ace Polson	31
4-STROKE	
James Harris	273
Jeff Kaufman	199
Monty Landingham	92
Dale Brooks	66

TCCRA
Oakhill MX
Decatur, Texas
November 18, 1984

PRO	
Marty Layland	
Dean Lane	
Mitch Milson	
Frank Shacklee	
Dusty Tower	
OPEN EX	
Kirth Howeth	
Tom Ehmke	
Bill Fleming	
Jon Gustafson	
J J Jacobson	
250 EX	
D L Wood	
Larry Dodson	
John Coughenhower	
Bubba Waters	
Mike Bruce	
250 EX	
David Price	
Joe Smith	
Brent Holland	
Eddie Burdett	
Kelly George	
125 EX	
Matt Trimmer	
Vic Isom	
Danny Goode	
Dale Stockstill	
Andy Cleveland	
OVER 30 EX	
Billy Smith	
Robert Wall	
Ed Gillis	
Ron Mullins	
OVER 38 EX	
Larry Perry	
Joe Pannell	
Bill Fleming	
Ray Cleveland	
Glen Waters	
OVER 30 INT	
Scott Roberts	
Don Ehmke	
Bill Fischer	
David Stevens	
Marco Majka	
250 INT	
Donald Greenhill	
Steve Gillis	
Eddie Duncan	
Terry Mason	
OPEN AM	
Edwin Duggan	
Doug Neu	
Mike Major	
Lonny Hull	
Kevin Pace	
250 AM	
Lyle Seals	
Bob Strawn	
David Bertleson	
Bobby Swan	
David Vaughn	
200 AM	
Randall Cox	
Brian Hensley	
David Connell	
Kurt Walker	
Mark Wall	
125 AM	
Richard Shumaker	
Tom Johnson	
Jim Widener	
Jason Haggard	
Jeff Woods	
OVER 30 AM	
Chuck Howard	
Nick Norman	
Steve Wilson	
Robert King	
Jack Hays	
OVER 38 AM	
David Burnap	
Tom Osborne	
Curt Von Mosch	
Walt Estes	
Garland Jeter	
MINI AM	
Eddie Holcomb	
Brian Fisher	
Sean Reddish	
Shannon Ivy	
Robert Yale	
MINI EX	
Peanut Denny	
Kelly Ehmke	
Chris Hays	
LADIES OPEN	
Dee Ann Wood	
Kathy Boddy	
Laura Boyer	
Paula Welborne	
Susie Boyer	
BIG BIKE OVERALL	
D L Wood	
SMALL BIKE OVERALL	
David Price	

Trophy Pickup

Viewfinders Hare Scrambles trophies can be picked up at Jack Rabbits Dec. 9 or call (213) 256-8578 Charles. (148/49)

Shamrocks MC Hare & Hound trophies will be available at D-37 Desert Events, starting with Jack Rabbits Dec. 9th. (148/02)

C/M Cycle, El Centro, CA. For all valley trophy pick up of D-38 desert events. Info (619) 352-2830. Ask for C/M. (143/03)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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Busy Honda dealership needs experienced mechanic. Commission, top pay, 5 days, benefits. Call 305/683-1642. Honda of West Palm Beach, 821 N. Military Trail, West Palm Beach, FL 33415. (2/48/50NEX)

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Minimum two years experience. Must have own tools. Shop in business since 1947. TED EVANS MOTORCYCLES, 13347 West Washington Blvd., Los Angeles, CA 90066. (213) 306-7906. (248NWXTFN)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo (714) 495-3352. (245TFN)

Wanted: Yamaha Mechanic
Five years experience. SAN RAFAEL YAMAHA (415) 456-0335. (348/01)

Experienced Yamaha Mechanic
Apply in person. BUENA PARK YAMAHA. (714) 523-8570. (248/49)

Sales Reps Wanted
Must be already selling motorcycle related lines. If you're aggressive, self-motivated and a go-getter. We have openings in the San Diego, Orange Co., Riverside, Valley and South Bay areas. Ellen or Sandy at D C PRO. (714) 351-0633. (249/50)

Mechanic Wanted
Salary plus commission. Loaded with work. Harley-Davidson, Yamaha, Honda, Kawasaki. Send resume to HUTCHINS MOTOR SPORTS, 55405 29 Palms Hwy., Yucca Valley, CA, (619) 365-6311. (249/50)

Tour Guide
Professional BMW mechanic, expert rider, bilingual and good with people. Send resume with references to WESTERN ADVENTURES, 6141 Camino Almonte, Tucson, AZ 85718. (149/01NWX)

Yamaha Parts Manager
Experienced with parts and management. Salary plus commission. GREAT POTENTIAL. Call MISSION YAMAHA (714) 831-0351. (249/50)

Parts Salesperson
For Harley-Davidson, Honda, Yamaha, Kawasaki. Salary plus commission. Send resume to HUTCHINS MOTOR SPORTS, 55405 29 Palms Hwy., Yucca Valley, CA. (619) 365-6311. (249/50)

Yamaha Salesperson
Product knowledge and experience necessary. Excellent opportunity. Call MISSION YAMAHA (714) 831-0351. (249/50)

Partspersons/Salespersons
Due to expansion of business we need experienced partsperson and salesperson. Good salary plus bonus program. Call Brian. PASADENA SUZUKI (818) 795-4129. (249/50)

Partsmanager/Sales Manager
Once in a lifetime ground floor opportunity for knowledgeable self-starters — Parts and Managers. OUTRIDER, 10545 Pico Blvd., L.A. (213) 879-3350, Harry. (249/02)

Mechanic Wanted
Motorcycle or go-cart mechanic. Must have 5 years experience, be a self-starter, and have own tools. Honda experience preferred. Ask for Don. Afternoons or evenings at ASCOT COMPETITION CENTER (213) 515-5115. (249/50)

Business Opportunities

So. Cal Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (203/TFN)

Yamaha Dealership
Near Los Angeles. Annual sales in excess of $500,000. Sell or take property in trade. (805) 497-3765. Ask for Lee. (248/50NWX)

Suzuki Dealership
Ranked in top 75 dealers nationwide! Sunbelt location gives year round business. Great location, great building, great facility, great customers. Absentee owner must devote capital to another venture. Terms negotiable. Replies are confidential. CYCLE NEWS, Dept. Z, P.O. Box 498, Long Beach, CA 90801-0498. (246/49)

Texas Boom-Town Dealership
At intersection of two interstate highways. Half million gross and growing. $110K now to enjoy big spring profits. P.O. Box 33781, San Antonio, TX 78265. (147/50NWX)

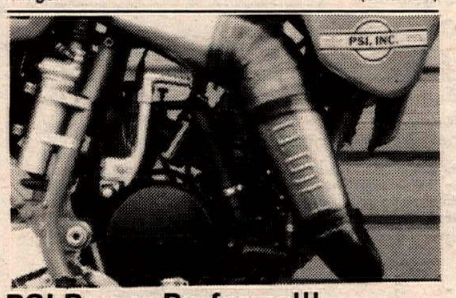
Trials Bike Cheap
1982½ Bultaco Alpina 350. Excellent condition, 500 miles, street license, will deliver. $600 or trade for racing go-cart. Days (619) 325-2375. Nites (619) 323-5245. (149)

'82 Suzuki GS650E
Bought new 1984. 600 miles, 9 months left on factory warranty, getting married, must sell. $1650/OBO. (213) 944-8514. (149)

'84 Yamaha FJ1100
Never dropped, very good condition, 49 state model, $4500. (805) 962-2511. (348/49)

'82 Honda XL500R
New condition, only 1400 miles, $1400. '80 Honda ATC110, hardly used, $600/OBO. (714) 670-1849. (348/49)

'83 Honda XR500
Like new, must sell, $1100. (916) 257-6291, evenings. (348/50)



PSI Power Performs!!!
The people at PSI have worked long, hard hours to have these '85 models DEVELOPED AND ALREADY IN STOCK!!! We have KX, YZ, RM, & CR 125s, KX 80 & CR 250s READY FOR IMMEDIATE DELIVERY! No need to wait!!! As you've grown to expect, PSI HOT PIPES WORK GREAT, LOOK GOOD, AND FIT RIGHT!!! YOUR SATISFACTION IS OUR GOAL. Full line of '83 & '84 HOT PIPES ALSO AVAILABLE! 80s-125s - $129. 250s - $139. PSI, INC., 3613 S. Green Bay Rd., Racine, WI 53403. (414) 554-5192. (1/48/49NEX)

Full Bore Products
Premium quality touring and enduro pants, $25. Italian road and racing boots, $55. Prices include shipping. MasterCard, Visa and American Express accepted. Dealer inquiries invited. (301) 474-2228. (146/49NEX)

Laverdas
1984 Jota Serial Number 1. Special graphics, custom exhaust $4500. 1982 1200 Mirage, custom exhaust, luggage $4000. Both better than new. (916) 241-1832. (348/50)

'82 Laverda Jota
Excellent condition, 3 into 1 pipe plus stockers, braided lines, new Pirelli plus many extras. $4300/OBO. Delivery possibilities. (818) 281-5624 (348/49)

Team Obsolete G50/7R
Big end and con rod kits. Converts to INA bearings. Everything included for a reliable big end and con rod. $500. Also drive side main bearings, INA conversion, complete, $200. Rob Iannucci, 139 Henry Street, Brooklyn, NY 11201. (718) 596-0504. (349/02NEX)

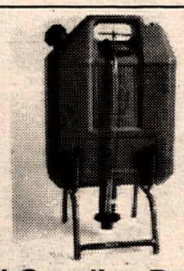
OURY GRIPS: Send $3.95 + 50¢ handling to: HUSKY OF BOSSIER, P.O. Box 8220, Bossier City, LA 71113. (249/50NEX)

'83 '84 KX60
Professionally maintained, excellent condition, $350 and $550 or $800 both. Great stocking stuffers. Wanted enclosed trailer. (213) 278-5518, (805) 983-0820, (818) 706-2180 anytime. (149)

'84 and '83 KX125's
Must sell to ride 250s. Both bikes next to brand new. Pro maint. DMC pipe on '83. '84 $1200. '83 $900/OBO. (714) 682-3728 or (714) 884-0749. (149)

YAMAHA TT500, Trackmaster, Venolia, Megacycle, Barnes, Marzocchi, with lots of spare, $1700. Two sets Marzocchi forks 195/62 crowns, $250 each. Lots of used parts. Call (303) 466-1177, days. (303) 431-9363, nights. (148/49NWX)

Trade Now
SnapOn valve refacer, VR500, SnapOn hard seat grinder, VG124 complete with box and accessories for HD500R or Knight Rotax 500 complete. Call (303) 466-1177, days. (303) 431-9363, nights. (148/49NWX)

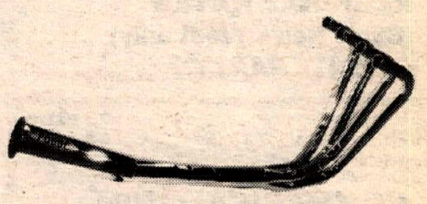


Fast Fill Gasoline Dump Can
3-Gallon $49.95, 5-Gallon $59.95, Stand $19.95. Fast, light weight, easy to operate. Overflow system included. Dealer inquiries invited. Send for catalog. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (619) 275-1823 or (619) 272-1162. (248/50NWX)

FZ750 Yamahas
Reserve yours now, very limited production, small deposit holds. (701) 281-0770. (1/48/3E)

DYNAMOMETER: 90hp Stuska water brake. Drives from rear chain of any bikes, or use special set up with 54mm stroke Yamaha twin engine. Instrument/control stand, elec. starter, 2 sizes squirrel cage fan. D. Teague, (313) 882-3571. (1/48/49NE)

Organizing Nat'l Championship Endurance Racing Team
High ranking '84 team needs owners, sponsors, riders and crew serious about winning title. Reply to: Cycle News East., Div. KW, P.O. Box 805, Tucker GA 30085-0805. (3/48/49NE)



★★★ Pogue Machine ★★★
Pro-Flow Injection for GPz 1100 & 750 Turbo! Tremendous air flow improvement! $396. Distributor for APE, Manley, Wiseco, EGC, Andrews, Grimeca. PMC RACING (800) 222-7761 Shipping. 3700 S. High, Oklahoma City, OK 73129. (EOI49/03)

'84 CR500-White Power Shock
Fork protectors, ATK fork kit, new top end, new tires, lots of new parts. Less than 20 hours on bike. I am a registered Honda mechanic. Injury forces sale. $1650/OBO. (213) 944-5849. (448/49)

★ Gigantic Husqvarna Sale ★
1983 250CR — $1799! 1983 500CR 6-speed — $2299! Both include '84 plastic kit. 1984 500XC and 250CR in stock at super prices. huge parts and accessories department. We're known for our "WE CARE" attitude — and we want to be YOUR Husqvarna dealer! Crossroads Suzuki, 26062 Bouquet Canyon Road, Saugus, CA 91350. (805) 255-5353. (248/49)

Joseph T. Gacsi Aka: Ted Gacsi
Is no longer employed by Bassani Mfg. and in no way represents Bassani Mfg. Mr. Gacsi is not eligible for re-hire by Bassani Mfg. EVER. (243/49EOI)

NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (207/EOI/TFN)

Magoo Tabletoppin Pit Jerseys

Brilliant colors, silk screened on heavyweight, 100% cotton jerseys. Available in white, M, L, XL, long sleeve $15.95; short sleeve $9.95. Long sleeve with hood/pouch $21.95. Bandanas $3.95. Prints $3.50. Guaranteed delivery by Christmas. SUNFOX PRODUCTS, INC., RD 3, Box 94-B, Malvern, PA 19355. (1/48NEX)

★ '82 Suzuki RM465Z ★

Tanks, sprockets, arrestor, twin air box, White Power, and new top end. A Christmas deal!! $750. (818) 286-0730. (349)

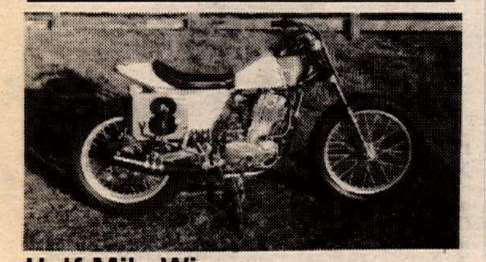
'84 Honda XR350R

Excellent condition, many extras including Super-Trapp aluminum silencer spark arrestor, suspension by Scott's, Dunlop front tire, etc. $1495/OBO. Tim (805) 252-9281 or (818) 361-7173. (349)

'80 Kawasaki KL250 Enduro

Street legal, K & N Filter, Bassani pipe, rebuilt engine. $450/OBO. (818) 286-0730. (349)

'83 HONDA CR480, White Bros. suspension, in new condition, has never been raced, better than '84 model. $1450/OBO. (415) 364-8879. (349/01)



Half Mile Winner

Won 1984 Sturgis Western Regional. Knight frame, Carillo rod, Wiseco, Del'Orto. All crank and head work down by Engine Dynamics. Engine completely rebuilt. Includes spare engine and front brake. Will consider deal on engines and frame, only $3750. (408) 758-4905 eves. (147/49NWX)

Racer's Garage Sale

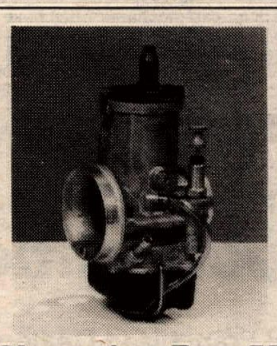
1983 GPz750 excellent condition, $2200. Red, blue, silver leathers, RR or dirt track, 5'8" 180 lbs. $200. 750 Champion Yamaha dirttracker. Many spares, $950. Days (805) 763-1759. Nights (805) 765-4570. (149/01)

'82 Suzuki GS1100G

Shaft, rack w/bag back rest, tank bag, Lockhart oil cooler, well maintained, good condition, $2200/OBO. Ask for Dave, work (213) 725-6545. Home (714) 524-0175. (149/50)

'77 RD400

Box stock racer, new Metzeler, ATK fork brace, raced once. All street parts, spare bike included. Must sell, $1100/OBO. (818) 286-0615.(349/01)



Bing Magnesium Type 55

Horsepower second to none! Available for all brands. Call for information. PRECISION CYCLE (303) 632-5980. (248/50NWX)

Awesome Cafe style road racer

Featured in Cycle Guide magazine. Pro built 750 with close ratio Indy type gearbox. 150 plus mph. Registered and licensed for street. Everything new. MUST SELL. Asking $2500 or best cash offer. (714) 676-5539. (149/50)

Two '84 RM250

New White Power shock, many new parts, never used, ridden very little. (213) 493-2017. (449/50)

'84 Honda CR250R

Excellent condition, 38mm square slide, Gunnar Gasser, ATK fork kit, Race Tech shock, Sun rims. $1400/OBO. (714) 737-4084. (149/50)

Knight Framed Rotax 500

Must sell now. Grimeca, Marzocchi, 40mm Dell 'Orto, Venolia TT set up. Everything only $3200. Call before 10 a.m. or after 6 p.m. (602) 971-4285. (149/50)

'83 Honda CR250

Brand new top and bottom end. Receipts to show. Fresh rubber. $1050. (714) 859-7717. (149/50)

'76 Honda 400F

1300 miles, all original, perfect condition, better than new. $1000. After 6 p.m. (213) 329-8998. (349/50)

'84 560 Rotax Engine 4-Stroke

Like new, complete with carb and ignition, $1395. (503) 646-5380. (149/01)

Now $165!!

The same COMPUTER used by every TOP rider in the sport can be yours at a new low price. See your dealer or order direct. Performance Products, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/41/TFNNE)

'83 Honda XR500

White Bros. suspension and pipe, K & N Filter, Metzeler front tire, and more. Excellent bike, professionally maintained, $1550. After 6 p.m. (818) 332-0380. (149)

'78½ Suzuki RM250C-2

Wife's bike with low miles. Out-standing Christmas deal. $500. (818) 286-0730. (349)

'84 Husqvarna 500CR

European Model, 4-speed, raced 3 times, perfect condition. Will ship or deliver. $2300. (605) 255-4441. (149NWX)

'84 Honda CR250R

Extras, many mods. (714) 494-4312. (346/49)

Wanted: H-D KR750

Dirttracker or Roadracer. Also need motors, parts. D.M. Best (713) 641-0323, (713) 522-2449. (146/49NWX)

'83 - '84 KTM 250MX — $375

Complete rolling frame minus engine & radiator, excellent parts bike. '81 YZ250 engine complete, good codition, $275. (208) 773-0684 eves. (349)

YAMAHA YZ250, 1979, yellow, $600/OBO. Excellent condition, never been raced. Larry (714) 667-0568. (149/01)

'84 Yamaha YZ80

Excellent condition, $525. (714) 543-6888. (349)

'83 Honda CR480

Like new condition, hardly ridden, extra features, must sell. $1400/OBO. (818) 709-1751.(349/50)

'82 Yamaha YZ80J

Mom's bike, very clean, fast, reliable, must see to appreciate. $550/OBO. (213) 374-4755. (149)

Suzuki Price Blowout

Dealer selling brand new '83 bikes at cost base prices. Listed quantity very limited. Don't call unless you are ready to buy NOW!! '83 GS750ESD — $2700. '83 GS1100ED — $2899. '83 GS750SD Katana — $2799. '83 GS1100SD Katana $3679. Call (801) 487-1182. (147/50)

'83 Honda CR250

Fresh motor, very clean, very dependable. Must see, $1000. (714) 530-9286. Leave message. (146/49)

Wanted: H-D Sprint Roadracer

Also need Sprint CR250, ER350 motors, parts, D.M. Best (713) 641-0323, (713) 522-2449. (146/49NWX)

Ford Van

Completely set up for racing. Power steering, A/C, cruise, captain seats, awning, 3 gas tanks, many more extras. $9500/OBO. (818) 915-2090. (246/49)

Fairing Screen Gustafsson

We've gone "home for the holidays!" But don't despair, we will be back and ready to go January 7, 1985. Ready for 1985 are our replacements screen for the Yamaha FJ1100 and the Suzuki ES. There will also be plenty of racing screens in stock for the '85 racing season. Happy Holidays to all!! FAIRING SCREEN GUSTAFSSON, PO Box 3567, St. Augustine, FL 32085-3567. (246/TFNNE)

1985 RZ500N

Immaculate, 1300 kilometers, Dunlop R Elites, seat cowling, titled and licensed. $4800. Texas. (512) 576-2453. (248/49)

XR750 Harley-Davidson

Getting out. Many spares and accessories. Must sell. $4250/OBO. (714) 857-8508. (148/49)

'83 KZ1000R2

Eddie Lawson Replica. 6000 miles. Perfect condition. $3500. (213) 861-9957. (244TFN)

★★ L.A.'s #1 KTM Dealer

PERFORMANCE CYCLE WORKS INC. UPS PARTS AND ACCESSORIES SHIPPED DAILY. Call for info on all '85 KTM line-up. Deposits are being accepted. GET YOURS NOW! 7948 Firestone Blvd., Downey, CA 90241. Tues-Fri 9-7, Sat 9-5. (244TFN)

California Superbike School

NEW SCHOOL: Firebird Raceway, Dec. 9, Phoenix, AZ. Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: Laguna Seca, Willow Springs, Sears Point, Schools through December. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (230/TNF)

Norton Triumph Suzuki

Parts shipped UPS daily. Large stock available. No order too small. Dealer and repair shop discounts available. PERFORMANCE CYCLE, New Orleans, LA. (501) 835-9895. (147/49NEX)

Giant Cycle Sale !!

* Over 300 used cycles — MX, Enduros, Street and ATCs * Easy Credit — Low cash down. * Open 9 a.m. - 7 p.m. Mon.-Sat. MOTORCYCLE CITY USA, 28682 Marguerite Parkway, Mission Viejo. (714) 831-6804. (243TFN)

1984 AFM #1 593 GPz

Complete Moriwaki motor, Keihen carbs, Cal-Fab swingarm, Morris mags, Lockheed calipers, Kosman rotors, a proven winner. $3300. Walt Nitto, (714) 546-8030 days, (714) 683-1791 eves. (148/49)

Honda/Maico/4-Stroke

Complete Maico chassis with Honda 4-stroke engine installed, professionally done, engine stroked and bored, titanium rod, Jerry Branch head work, Hewland gears in trans. Excellent condition, extremely fast, $700. (213) 943-8013. (148/49)

WANT AD BLANK

Cycle News P.O. Box 498 Long Beach, CA 90801-0498

Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

213/427-7433

No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____

Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

REGIONAL RATES
(Cycle News/West only)

PRIVATE PARTY

Per word ..... 25¢
Headline in bold type ..... $3 extra
Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED

Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

Blind Box Service Charge $5.00

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and HANDLING

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY

Per word ..... 45¢
Headline in bold type ... $5 extra
Photos (No larger than 5x7)... $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL/HELP WANTED

Per word ..... 95¢
Headline in bold type ... $8 extra
Photo (No larger than 5x7)... $12
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — EXTRA (leave spaces)

Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

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Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.

'83 Husky 500XC
Excellent condition, speedo lights, $1200, eves (303) 925-9312. (148/49)

'84 RM125 SUZUKI, excellent condition, $800 ★★★ (213) 543-3054. (149/50)

VF1000R $6,900
130 hp. (305) 445-1101. (3/48/49NE)

RG500 Gamma
We are now accepting orders for RG500 Gamma. For delivery in July. Very limited. For more information phone Gary VANCOUVER SUZUKI (604) 734-4762. (249NWXTFN)

'78 PE175 — $400: '76 TT500 — $500 new eng.: '75 MT125 — $300: '72 100 — $150. (714) 557-8247. (348/50)

1985 NINJA 4K miles $3700. (415) 372-6202. (148/02)

ATTN: Roadracers GPz550
1982 Kaw 550 never raced but has been wrecked. Minor front end damage. Needs cosmetic repair, mostly. New fairing included. $700. 1983 Honda CB1100F never wrecked, raced or ridden $2999. (505) 624-0151. (348/49NWX)

Russ Darnell MX School Christmas Vacation
Indian Dunes Dec. 20, 21. Sunrise Valley Cycle Park Dec. 27, 28. Entry fee $80. GIFT CERTIFICATES AVAILABLE!! (714) 980-3212. (246/50)

'83 GPz 550 WHEELS with rotors, sprocket K391Rs, good condition $175. Eves. (619) 373-4233. (348/49)

750 Ducati Pantah TT1
As new, complete records, parts available, Dale Newton (916) 342-0013 eves. (348/49NWX)

Honda XR80
Excellent condition with extras $450/OBO. (714) 887-4950. (148/49)

'82 Yamaha IT175
Excellent condition, extras, hardly ridden. (805) 584-1162. (349)

MX Camper Van
'69 Ford 1 ton Super Van. Bubble top, stick shift, custom built by National Pro. Four bikes in back, stove, queen bed, etc. in front. Old but incredible. $1650 or trade for RM125 plus cash. (805) 497-0059. (348/50)

'84 Yamaha RZ350
Kenny Roberts Edition, only 500 miles, showroom condition. Asking $2250. (805) 497-4440. (348/49)

CZ Jawa
Parts and accessories. J B CYCLERY 17468 Road 25, Madera, CA 93638. (209) 674-4788. (248TFN)

Dico Trailers
Cycle, Jet-Ski, ATC Buggy, auto. NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS. Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

1980 XR750 $4000
Wood-framed Rotax 500 $4000
Neil Winston (612) 645-8443
(348/50)

RGB500 Mk8 Suzuki
Expertly maintained, many extras, excellent condition, must sell now. (818) 963-7060. (348/50)

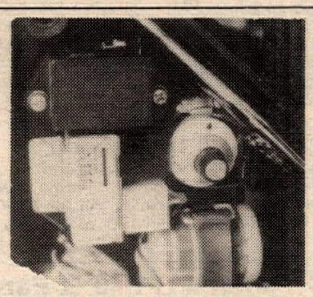
85 Hus. WR/XC/CR/4-stroke
250 and 500 WRs and 510TE and TX in stock now. XCs and CRs available Dec. 18 latest. Call SUN RIVER CYCLES, Rancho Cordova, CA 95670. (916) 635-1556. (148/50)

'82 Godden Speedway Bike
Ready to race, low hours on motor. Full leathers & boots included. Many extra parts. $3300/OBO. (213) 861-9957. (247/TFN)

'82 Kawasaki KX125
Excellent condition, sitting one year, runs great, must sell. $700/OBO. (213) 861-9957. (247TFN)

'83 KTM 250MX
Super clean, stored for 1 year. '84 side panel & rear fender. Rear shock re-worked. Having baby, must sell. $1500/OBO. (213) 861-9957. (247TFN)

Used Yamaha Sale
'83 YZ490, excellent condition, new tires, super clean, $1395. '81 YZ250H, fresh top end, excellent condition, $800/OBO. '80 IT425 bike completely reworked, suspension and engine, too many extras to list. Great desert bike. Make offer. (213) 861-9957. (247TFN)



MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry FL 32707. (305) 695-2154. (222/EOI/TFNE)

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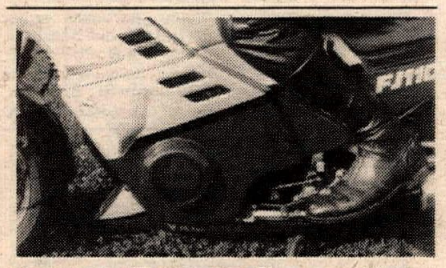

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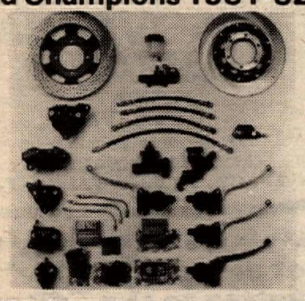

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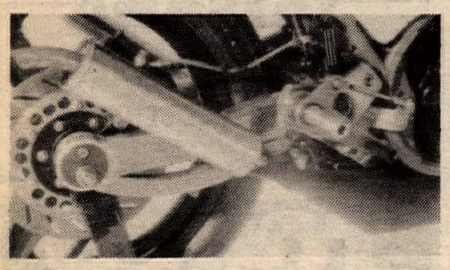

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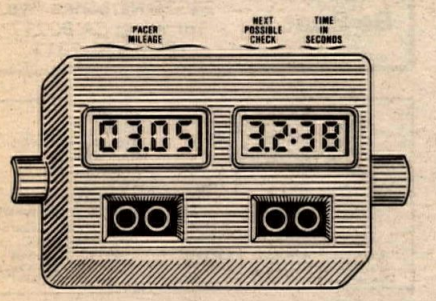

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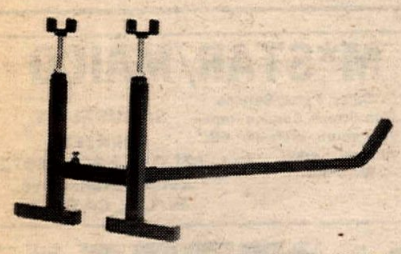

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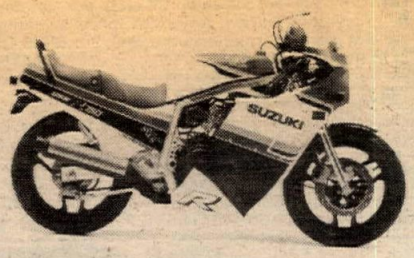

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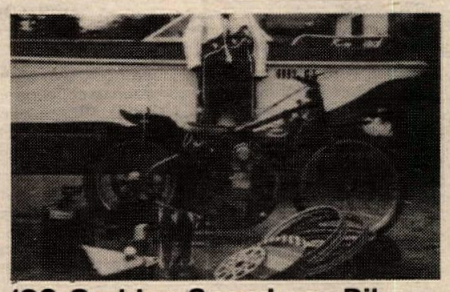

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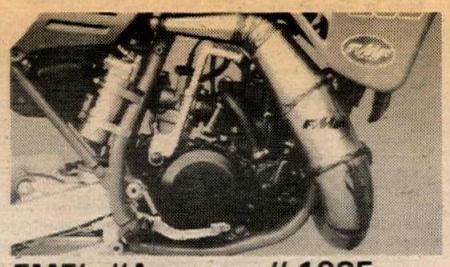

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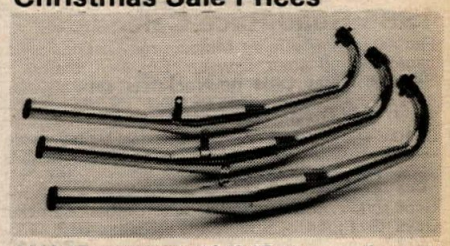

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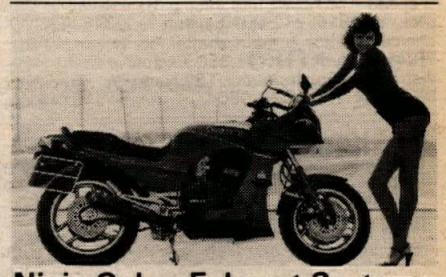

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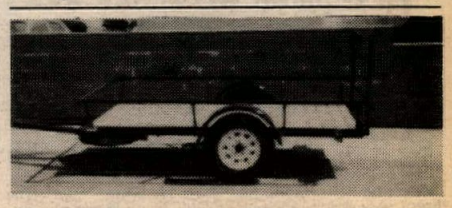

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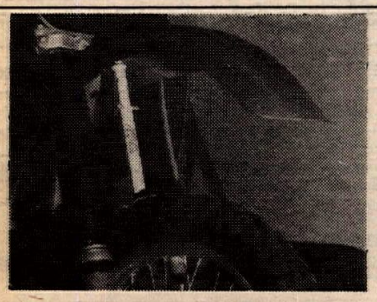
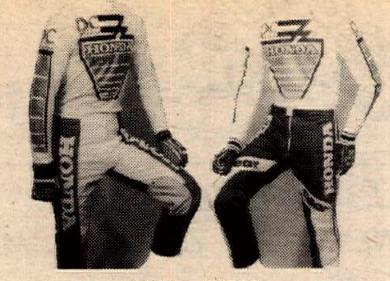
Attention Suzuki Dealers
Take advantage of my over-eager manager's mistake and buy crated bikes. Do better than Bonu$ Buck$. Write on your letter head for complete list and prices to: SUZUKI, P.O. Box 8220, Bossier City, LA 71113. (247/49)



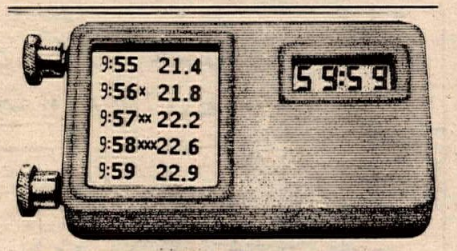
NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

Be a Famous Photographer!
Camera equipment for sale: Canon AE1 with 50mm lens, power winder $200; Yashica rangefinder $70. Both like new. (714) 776-1095. (547/50)



"99.95"
D.C. Pro/Ceet D.C. Pro/Gear
A Christmas Special from D.C. Pro. Your choice of Ceet or Gear pants with D.C. Pro jersey and gloves. Size 24 up in pants, XS to XL in jersey and gloves, in Honda, Yamaha, Suzuki, and Kawasaki combinations. Send sizes, brand of bike and pants (Ceet or Gear) with check plus $5 shipping to: D.C. PRO, P.O. Box 7191, Riverside, CA 92503. (714) 351-0633. Visa/MC. (246/50)

HONDA TL250 excellent street legal $575. 1976 CB750K clean $750. (805) 735-4503. (147/50)



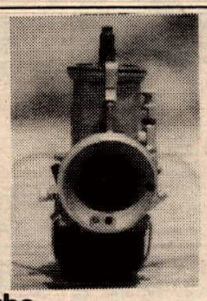
ENDURO TIMER/COMBO $89. Dealer inquiries invited. Send for free 1984 catalog. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (619) 272-1162. (248/50NWX)

'84 Husky 500WR
Like new, excellent condition, low miles, $2300. '80 Husky 390CR, Simons forks, Ohlins, excellent condition, $800. (707) 523-0556. (714) 893-5485. (349/01)

1962 Honda 305 Dream
Near showroom condition, 4000 miles, black, second owner, runs super. Have extra front fender, rear shocks, cable set, tires, tune-up pieces for same, all new. $500 takes all. (316) 283-8696 eves. (348/49)

Jawa 2-Valve
New glass, solo seat, new plating, clean with extra frame, parts, tires, hubs, wheels, gears, bars. $1295 or $995 bike only or best offer. (213) 473-2898 message. (213) 477-9495 eves. (148/49)

1985 KTM 125 & 250 MXs
PRO CYCLE KTM So Cal's #1 dealer has your 125 and 250. CALL NOW! (714) 772-8170. (248TFN)



Bing Carbs
40mm OF HEAVY BREATHING. This bolt-on performance kit will greatly improve your power band, from upper bottom end to full out top end. Units now available for '85 Honda CR250s. Race proven. All jets, parts and cables in stock. R D PERFORMANCE, P.O. Box 33696, Granada Hills, CA 91344. (818) 366-6914. (249/50NWX)

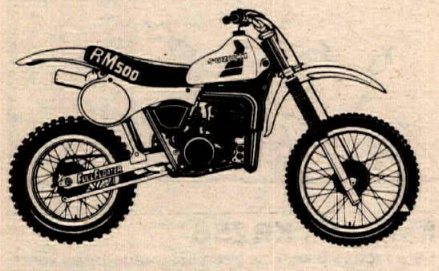
MX Kick Stand
Available at SCHILLING PRODUCTS $53.95. Dealer inquiries invited. (916) 673-3806. (248/49)

****** Hodaka Parts ******
Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)

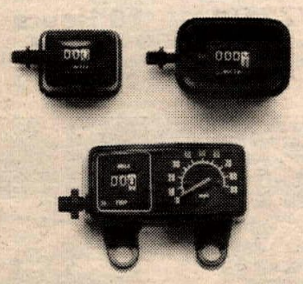
15 Ft. Scotsman Trailer
Great for weekends, sleeps 5-6 (3-beds), propane stove, ice box, Porta-Potti, new tires. $1,000. After six or weekends (213) 421-4851. (545/48)

Team Hammer victory shirt!
Top-quality, bright yellow t-shirt featuring Team Hammer's National Endurance Championship-winning Suzuki in full color on both sides, along with Team Hammer's trademark logo. $8.50 including shipping ($9.01 in California) available in adult XL, L, M, S and child's S, M and L. Check or money order to Team Hammer, P.O. Box 964, Guasti, CA 91743 USA. (538/41)

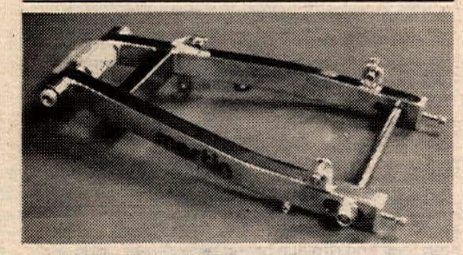
Formula I — Street Legal
1000cc engine, Harris frame, Lockheed brakes, prepared for Formula One, never raced, can be made street legal, $8000 or sell as is — Also TZ750F, excellent condition, Lectron carbs, many spares, $6700. Perk Bearden, YAMAHA KILLEEN, Texas. (817) 526-6030, (817) 526-6016. (149NWX)



New '83 RM500s $1599
SUZUKI OF VAN NUYS has a limited supply of new 1983 MR500s at a super low price of $1599. 16141 Sherman Way. (818) 994-2800, (818) 994-2882. (249/02)



★KTM/Husky/Maico - ODOs★
We have drive kits and Jap odo heads for all European bikes and most MXers. Retail only. COUNTDOWN. (818) 348-8381. (249/02NWX)



MARTIN ROLLING Chassis and swingarms, Chromoly 41-30 rectangular section, for Kawasaki, Honda, Suzuki, Standard $218.87, 2" Over $228.87, 4" Over $238.87. Dealer inquiries invited. EURO PERFORMANCE SYSTEM, 328 Dale Dr., Houston, TX 77060. (349/4/8/12NWX)

King Kenny Model Kits!!
Here for Christmas!! $24.95 pp. RSC PERFORMANCE, PO Box 14664, Atlanta, CA 30325. (249/5NEX)

Latest Poop

(Continued from page 6)

A.J. Whiting (Yam) and Mike Beier (Yam) finished 1-2 in the Saturday, November 10, Hallencross (Supercross) in Rotterdam, Holland, ahead of Jo Martens (Hus). On Sunday, November 11, Finland's Pekka Vehkonen (Cag) picked up the win over Whiting, Martens, Beier and Mark Murphy (Yam). Floridian Murphy finished sixth on Saturday.

Finland's Pekka Vehkonen has resigned with Cagiva for '85. In 1984, Vehkonen led the 125cc World MX Championship series with one round remaining before suffering a broken leg and giving the championship to Suzuki's Michele Rinaldi. It is still uncertain if he will ride in the 125cc or 250cc class.

Little know fact: Yamaha's new V-Max high-performance street bike shares its name with a Yamaha high-performance snowmobile, marketed since 1981. The V-Max snowmobile features a 540cc liquid-cooled, twin-cylinder, two-stroke engine with piston-port induction. Claimed horsepower is 86 bhp at 8200 rpm; claimed top speed is 100 mph on ice. •

MOTORCYCLE INDUSTRY CHANGES

Acquired Production and distribution rights to the Badsey Fun Machine for the Midwest and Northeast, by Road Star Motors Inc., 4520 W. 63rd, Chicago, IL 60642, 312/898-5660.

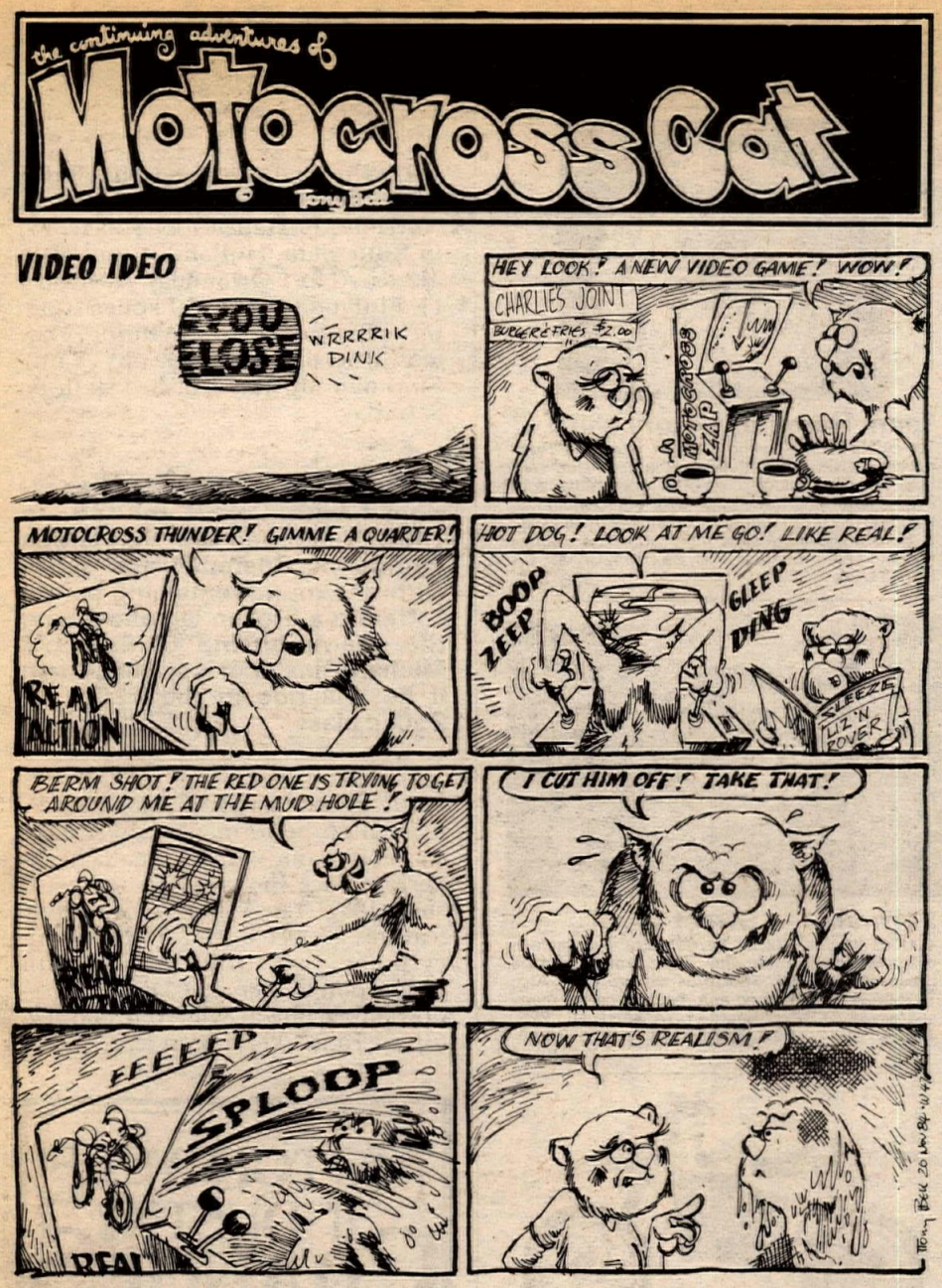
Quit After six months, Cycle Guide Associate Editor Paul Van Zuyle, 23, to work in the creative department of Dailey and Associates, Honda's advertising agency.

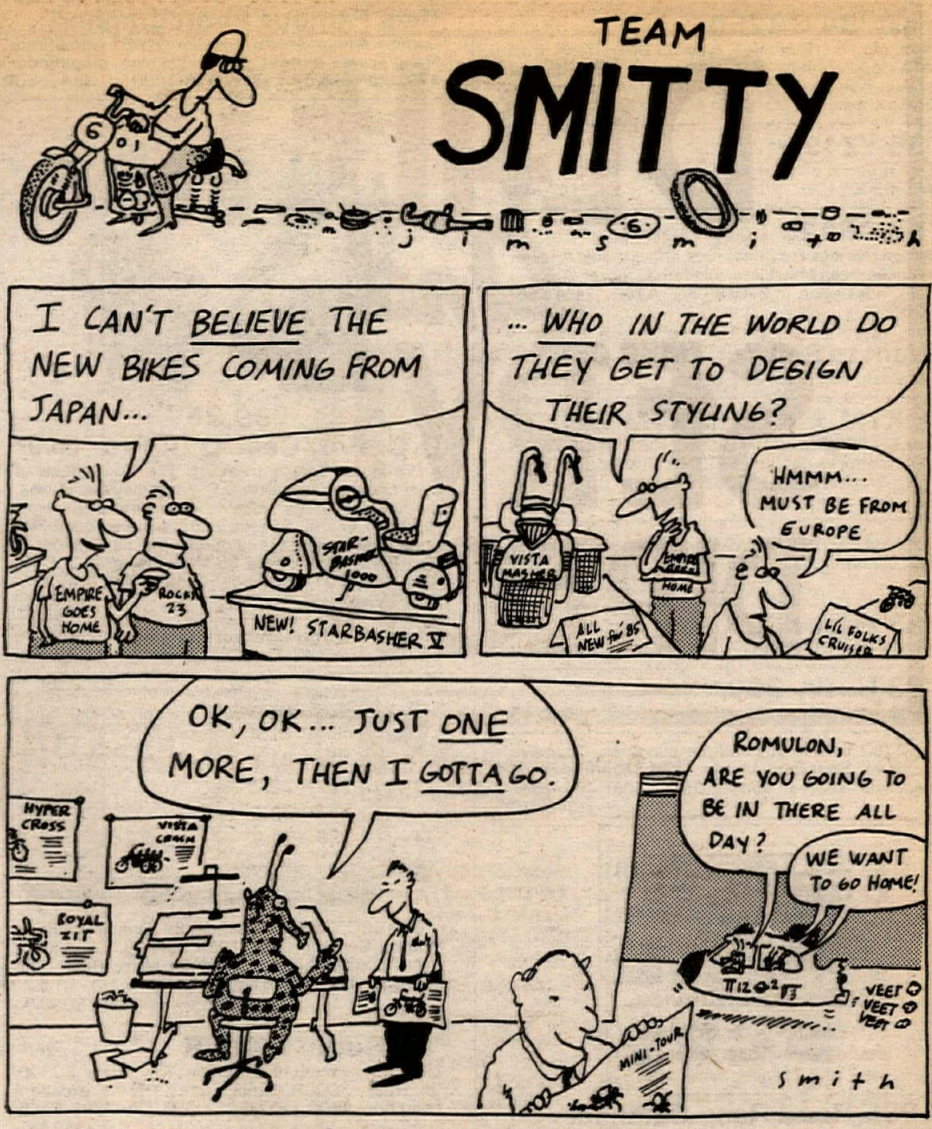
Named Editor of Cycle Guide magazine, after 2½ years on staff, most recently as Executive Editor, Charles Everitt, 31; Everitt took over following the departure of Larry Works to be a freelancer and rancher in Arizona.

Scheduled A record four awards for motorcycle racers, to be given at the Motor Sport Press Assn. annual banquet in San Francisco, California; honorees will include Camel Pro Series Champion Ricky Graham, Junior Champion Chris Carr, Superbike Champion Fred Merkel and F-2 Champion Don Greene.

Moved Bill Spencer's Mountain View Distributing, to 1606 Old Bayshore Hwy., San Jose, CA 95112, 408/280-5688.

Moved Racecrafters, a retail high-performance shop and mail-order operation, to 21505 Sherman Way, Canoga Park, CA 91304, 818/999-2811.





'83 Husqvarna 500XC
Excellent condition, new sprockets and chain, stock tank and desert tank, new front tire. $1800/OBO. (818) 287-8541. (149)

'83 Yamaha YZ490K $1150
Very nice bike. It's in great shape. Dunlops, reeds, pipe, raced about 4 times, played the rest. (714) 631-5693. (149)

Wanted: '80-'81 Yamaha IT125
Must be in good shape. Call after 6pm. Ask for Tom. (714) 595-3035. (349/50)

★★★★★★ KX125 ★★★★★★
Clean and fast and that's that! $895 for this '83 screamer. (213) 374-0015 days (213) 372-8145 eves. (149/50)

'81 Husqvarna 430CR
Have to sell, no time to ride. Showroom condition, like new, never raced, ridden in desert, $1100/OBO. Eves (818) 845-2854. (149/50)

'83 Honda CR125 $650
Girl's bike, little use. Also two-bike carrier for van or motor home, $100. (714) 496-6392. (149/50)

'84 Husky 500XC
New top end, new rear tire, new chain and sprockets, skid plate. Bike in excellent condition, $2200. (805) 466-8197. (349/50)

YZ, CR, KX, RM, Brake Covers
White Bros. is importing from Holland the finest Disc Brake Covers available. A set of covers is double the thickness of domestic covers and comes complete with hardware for bolt-on installation. Available now for all '84 & '85 CRs, '85 YZs, and '83 & '84 KXs in white, red, or gray. '85 RM & KX available soon. Retail priced at $26.95. Contact WHITE BROS. 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991 or see your dealer. (148/49NWX)

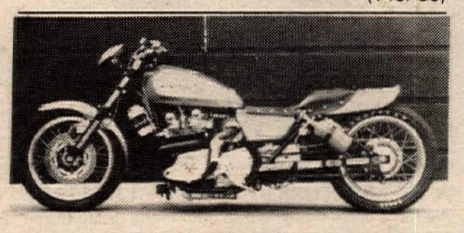
Mod Prod RD400E
Very clean, 4900 miles, plus 2 races, many mods, fast and competitive. Cheap Racing! $795. Keep trying! (805) 928-3318. (149)

1983 HONDA XR350R $965. 1982 Yamaha PW50 $225. (714) 553-5397 days. (714) 768-9093 eves. (149/50)

Kawasaki KR250
Rare factory bike. Has been in storage three years. In very good condition. Comes with plenty of spares. Must sell, $3500. (805) 733-4873. (149/50)

KTM 495 Trade Or Cash
1983 KTM 495, immaculate condition, $1300 or trade for 4-stroke. (714) 984-6196. (149/50)

'84 YZ250L 10 Hours
Like new, fresh bore, new wheels F & R, forks, shock, motor pipework, all Performance Work done by Chapin Racing. $1600/OBO. (213) 913-5220. (149/50)



Dale Walker's Turbo Nitrous Kaw
Winner of the 1984 AMA Dragbike Western Division Top Fuel. #1 plate. Runs consistent 8.20s 166.00+ 1200cc, Wiseco, Megacycle, Manley, Andrews, Falicon, S&S, only the best. Kosman Pro stock chassis. $9000. (408) 427-3625. (147/50NWX)

'83 Husky 430WR
Top shape, 1300 miles, $1400. (916) 265-4905. (349/50)

2 '84 Yamaha YZ250L
Both look and run like brand new. Great Christmas gifts. MUST SEE! $1400/OBO each. (818) 360-3400. (349/50)

'84 RM250
Clean, stock, except for Boyesen reeds, PBI sprocket, new tires, $1500. After 5pm, (213) 697-8626. (149)

Honda NS400R
Honda's latest 400cc, 72 hp. 2-stroke triple. Bike has solo seat and work stand. 400 miles. $4495. (213) 530-6568. (349/50)

'82 Yamaha YZ250
Desert ready, two tanks, skid plate, tall gearing, runs great. Never Abused. Must Sell. $650. (213) 396-1840. (149/50)

'82 Honda Odyssey
Excellent condition, tuned exhaust, Wife's toy. $1300. After 6pm. (714) 875-5739. (149)

'37 ProTrac 5th Wheel
8' RV room, self-contained. $30,000 invested. $20,000 possible trade. (916) 241-1832. (348/50)

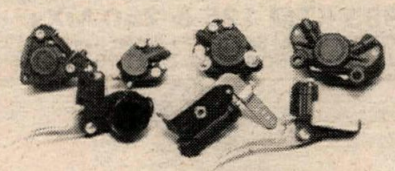
Toomey Racing — Race Porting and Head Modifications
These specially designed modifications increase midrange power and add top end without increasing peak RPM. Price includes precision boring if necessary. Send new pistons, cylinders and head to TOOMEY RACING, 25901 Belleport Ave., Harbor City, CA 90710. (213) 539-6542 or (213) 539-4324. (247TNF)

Daytona '85
AMA ready, Interceptor superbike, race ready, very low motor time. $6,000 OBO. (317) 842-5408 after 6 p.m. (146/49NE)

'81 Honda 50
Excellent Runner, $150. (805) 264-3092. (818) 793-9264. (149)

'82 Yamaha IT175
Excellent condition. $675. (714) 964-1586. (149)

'84 700 Interceptor
Brand new. 700 miles, $3000. (213) 833-1148. (249)

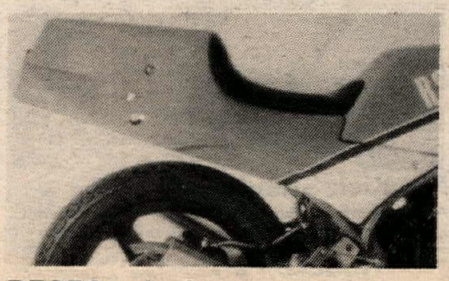


Grimeca Brake Sale
25% off all calpers and master cylinders. Sale ends 12/25/84. STORZ PERFORMANCE, 1362 Tower Square, Ventura CA 93003. (805) 654-8816. (248/250NWX)

Grand Prix MX Products
HOT prices on everything. 26103 S. Western Ave. Lomita, CA. (213) 326-8144. (249/50)

'84 Kawasaki KX80
Like new condition. $625/OBO. (714) 524-0286. (349/50)

XR Toys For Sale
'83 350 choice condition, Mugen equipped, low time, $1100. '81 250 street legal, oil cooler, very clean, $825 or trade for Citabria. (213) 320-7090. (213) 545-8940. (349/50)

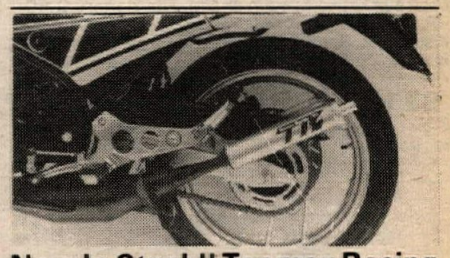


RZ350 solo Seat
Simple bolt on, one piece, $275. RSC, (404) 982-0138. (247/50NEX)

Husky's Biggest Western Dealer
At least 40 Husqvarnas in stock for immediate delivery. We ship parts UP daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4341. (206/34TFN)

BULTACO PARTS (713) 351-0075. (234/03)

16' Pro Trac — '77 Dodge B200
Trailer: 2 windows, vent, cabinets, side door, rear ramp door, dual wheels, electric brakes. $2000 firm. Van: Conversion, Towing package. $3500. Both for $5000. (408) 263-3778, (408) 923-7829. (346/49)



Now In Stock!! Toomey Racing
RZ350 pipes. Orders shipped same day. First rate quality, guaranteed horsepower — second to none. We pay all freight charges when you buy the complete kit including special Toomey Racing air box, with aluminum battery box, carburetor jet and instructions. $360 complete. Use Visa, MasterCard, American Express or COD. Call today (213) 539-6542 or (213) 539-4324. Beware of cheap imitation copies! You get what you pay for! (TFN)

'80 RM400
Fresh motor, Ohlins piggyback shocks, Sun rims, HD Spokes, $800. (714) 784-0846. (346/49)

'84 Honda Aspencade
700 miles, absolutely perfect, 2 year warranty. $5995. (213) 861-9957. (244TFN)

2 '83 Honda CR480s Like New
Original owner, Ohlins, shock, plus stocker, ridden few times. Excellent condition, $1200 each. (714) 634-1900. (346/49)

1985 Yamaha FZ750N
Now taking deposits on this HOT NEW RACER. Not available in California. Call Henry or Lee at NEVADA YAMAHA (702) 384-2353. (243TNF)

Wanna Race BoTT Stock?
I have brand new XR1000. I will build and prepare race ready exactly like mine used in winning the 1984 #1 overall and stock class in BoTT. Includes all the trick stuff. Will deliver. Call for more details. Will Roeder at Roeder Harley-Davidson, (419) 465-2546 or (419) 465-4093. (2/48/49NEX)

Mini 3-Wheeler
1983 Suzuki ALT50 excellent condition, $395. (714) 656-4538. (148/49)

'84 Husky 125CR Xlnt Cond.
Well maintained, runs strong and very reliable, ProCircuit motor, pipe silencer, good tires, extras. $975. Call and see at ProCircuit Racing (714) 993-5400. (149/50)

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TOLL FREE # — Parts for Triumph, Norton or BSA. Most complete stock in USA. Shipped same day, COD, MasterCard or VISA. Call (800) 527-5544, in OK (405) 787-3440. Euro Cycle Imports, Inc., 1925 No. MacArthur, Oklahoma City, OK 73127.

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HANDCRAFTED CYLINDER LINERS INSTALLED — Cast/Chrome. High performance porting. Maximum two weeks turn around. UPS daily. (Bill Wagner's) NW Sleeve and Engine. 903 NE Cleveland, Gresham, OR 97030. (503) 666-8430.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — $5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

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CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

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COFFMAN'S has available a full line of ATV high performance exhaust systems. All guaranteed for quality & performance. 39200 Seraphina Rd., Murrieta, CA 92362 (714) 676-4100.

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THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front end acc., crushed frame tubes or ? 11074 Mercentile, Stanton, CA 90680. (714) 893-6700.

DR JOHNS — Precision frame straightening. Head angle rakes Pro Stock & Desert racing. Mag wheels, stems, crowns & fork tubes straightened. All model ATV's case welding & fin repair. 1524 "A" Industrial Park St., Covina, CA 91722. (818)332-1598.

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BELL HELMETS — Know about their factory Customer Service Dept.? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or 714/522-8292.

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CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. PO Box 3878, Anaheim, CA 92803.

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RIFLE PLASTICS — Designed/manufactured Rifle fairings — sold nationally. Rifle can help design, mfgr & market your product/idea thru top-rated M/C dlrs coast-2-coast. Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4230.

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BUFFALO NUMBER PLATES — Number plates & stickers custom made for motorcycle & ATV's. Many dirt track accessories. Super service. 1207 Killarney St., Livermore, CA 94550. Call Mary (415) 443-7012.

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BANZAI BROS. RACING solution for mashed pipe problems, the Banzai Bros. pipe skid. Adj. to all 125cc thru open pipes, no welding, alum. or 14 gauge steel, $27.95-$32.95. Ask your dealer. P.O. Box 41457, Eagle Rock, CA 90041. (213) 256-4922.

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VERA'S LEATHERS — best personal service/value/delivery time. Compare racing apparel/street wear/karting. Talk w/design consultant or check prices. (714) 592-4735. Repair/alter any leather garment. 466 W. Arrow Hwy., #K, San Dimas, CA 91773.

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